

CHAPTERS 553/554, 2018 ACTS OF ASSEMBLY

FIRST STAKEHOLDER MEETING



Agenda for Today's Meeting

- **Welcome and Introductions**
- **Review of Chapters 553/554 and Draft Federal Pilot Program Legislation**
- **Overview of study work plan and role of Stakeholder Working Group**
- **Questions for Stakeholder Working Group**
- **Wrap up and next steps**

Written comments should be submitted to Keith Wandtke (keith.wandtke@vdot.virginia.gov) by August 10th, 2018

Chapters 553/554, 2018 Acts of Assembly

Be it enacted by the General Assembly of Virginia:

- 1. § 1. That the Department of Transportation (the Department) shall convene a work group to identify the implications of the Commonwealth's participation in a federal data collection pilot program or project involving six-axle tractor truck semitrailer combinations weighing up to 91,000 pounds and utilizing interstate highways. The Department shall consult relevant stakeholders and shall review (i) the fee structure for qualifying tractor trucks, (ii) the axle spacing for qualifying tractor trucks, (iii) issues related to reasonable access from loading facilities onto a primary or secondary highway and interstate highways, (iv) the sufficiency of existing data in determining if certain routes and bridges should be excluded from the federal pilot program or project, and (v) any other issues as deemed relevant or appropriate by the Department.*

Draft Federal Pilot Program Language

In General. Notwithstanding any other provision of law, a state may authorize a vehicle with a maximum gross weight, including all enforcement tolerances, that exceeds the maximum gross weight otherwise applicable under Federal law, to operate on Interstate System routes within the State, provided that the vehicle meets the requirement of this section and the law of the applicable state.

- **The vehicle must be equipped with at least six axles**
- **The weight on any single axle of the vehicle must not exceed 20,000 pounds**
- **The weight on any tandem axle of the vehicle must not exceed 34,000 pounds**
- **The gross weight of the vehicle must not exceed 91,000 pounds**
- **Not more than ten states may concurrently participate in this pilot program.**
- **The authority provided by this subsection shall expire fifteen years after the date of enactment of this section, or upon earlier voluntary notice**
- **Data collection (fatalities, serious injuries, VMT, weight at time of crash)**

Study Purpose and Scope

Chapters 553 and 554 of the 2018 Virginia General Assembly (HB 1276 and SB 504, respectively) requires that VDOT identify the implications of participation in a potential federal pilot program involving six-axle tractor truck semitrailer combinations weighing up to 91,000 pounds. Identification of those implications will include meeting with relevant stakeholders to obtain input, reviewing existing literature on safety, operational, and infrastructure impacts, determining the necessary criteria and conditions that would be required for participation, and identifying the required data to evaluate the pilot, should one be undertaken. This study does not attempt to fully quantify all impacts resulting from such a pilot (changes in traffic volumes, crashes, pavement conditions, etc.) but will identify the data that will be required to quantify those impacts.

Study Outline

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EXECUTIVE SUMMARY

INTRODUCTION

Original Legislation

Previous Studies

- *Federal Size and Weight Study*
- *Previous Legislative Responses prepared by VTRC*
- *Legislative Reports (DMV in collaboration with VDOT)*
- *Other VDOT Research*

PURPOSE AND SCOPE

FINDINGS AND DISCUSSION

Input from Industry Stakeholders

Quantitative Information Regarding Potential Pilot

- *Conditions/criteria for pilot participation*
- *Data required for pilot evaluation (needed data for each topic will be identified, but not collected or analyzed)*

RECOMMENDATIONS

REFERENCES

Questions for you...

- From your organization's perspective, what would you propose (and why) in response to the specific issues or implications to be considered by VDOT in determining whether or not to participate in a federal pilot authorizing six axle vehicles weighing 91,000 lbs to operate on the interstates:
 - the fee structure for qualifying tractor trucks,
 - the axle spacing for qualifying tractor trucks,
 - issues related to reasonable access from loading facilities onto a primary or secondary highway and interstate highways,
 - the sufficiency of existing data in determining if certain routes and bridges should be excluded from the federal pilot program or project, and
 - any other issues that should be considered by the Department
- From your perspective, what are the advantages/disadvantages of increasing the maximum allowable load to 91,000 pounds? What information/data is available to support or quantify said advantages/disadvantages?
- What actions would be needed to mitigate any potential negative impacts? What other changes would be required (enforcement, permitting, inspection, infrastructure design/maintenance, etc,?)
- How should any potential pilot be evaluated? What criteria should be considered and what data will be required?
- What steps should be taken to ensure safety, mobility, and state of good repair are maintained during a pilot project?
- Other concerns/considerations?

Next Steps

- **Notes from today's meeting will be sent to all stakeholders**
- **Additional Stakeholder meetings:**
 - **Thursday, September 13th, 2018, 10:00 am – noon**

The second meeting will focus on VDOT's proposed criteria and data requirements for participation in any such pilot program.
 - **Friday, November 9th, 2018 from 10:00 am - noon**

The third and final meeting will be used to gather feedback on a draft report summarizing the results of the review, which will be provided to stakeholders prior to the meeting.
- **Please send written responses to today's questions to Keith.Wandtke@vdot.Virginia.gov**