FREIGHT STUDIES AND RESEARCH AT TRB

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Evolution of Freight Issues

• Effect of truck loads on pavements, bridges, and geometrics

• Regulation of truck sizes, weights, and configurations

• Freight transportation as a user of the highway system (planning focus)

• Freight capacity as an economic driver (policy focus)
Effect of Trucks on Pavements, Bridges, and Roadway Geometry

• AASHO Road Test (1958-1962)

• Long-term Pavement Performance Test (SHRP/FHWA, 1987-present)

• Truck Characteristics as a Factor in Roadway Design (NCHRP 505, 2005)
Regulation of Truck Sizes, Weights, and Configurations

- Twin Trailer Trucks (SR 211, 1986)
- Truck Weight Limits (SR 225, 1990)
- New Trucks for Greater Productivity and Less Road Wear (SR 227, 1990)
Freight As a User of the Highway System: NCHRP Reports

- Application of Statewide Freight Demand Forecasting Techniques (NCHRP 260, 1983)
- Forecasting Statewide Freight Toolkit (NCHRP 606, 2008)
- Integrating Freight into Transportation Planning and Project Selection Processes (NCHRP 594, 2007)
Freight As a User of the Highway System: NCFRP Reports

- Review/Analysis of Freight Transportation Markets and Relationships (pub pending)
- Generation and Attraction of Freight by Land Use Characteristics (ongoing)
Freight and Economic Development

• Landside Access to U.S. Ports (SR 238, 1993)
• Freight Capacity for the 21st Century (SR 271, 2003)
• Economic Changes Driving Future Freight Transportation (new NCHRP project)
• Funding Options for Freight Transportation Projects (SR 297, 2009)
Freight and Economic Development (continued)

- The Marine Transportation System and the Federal Role (SR 279, 2004)
Funding Options for Freight Transportation Projects

- “Projects of national significance”
- Federal involvement—only when a necessary condition; facilitative and incremental
- New discretionary assistance program for freight projects
- More accessible federal credit assistance
- Promote project-specific revenue sources
Summary/Concluding Comments

- Freight issues have evolved and expanded in scope
- International trade has helped drive this evolution
- No cohesive national freight policy exists
- Significant data and information gaps impede the development of more effective policy