

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

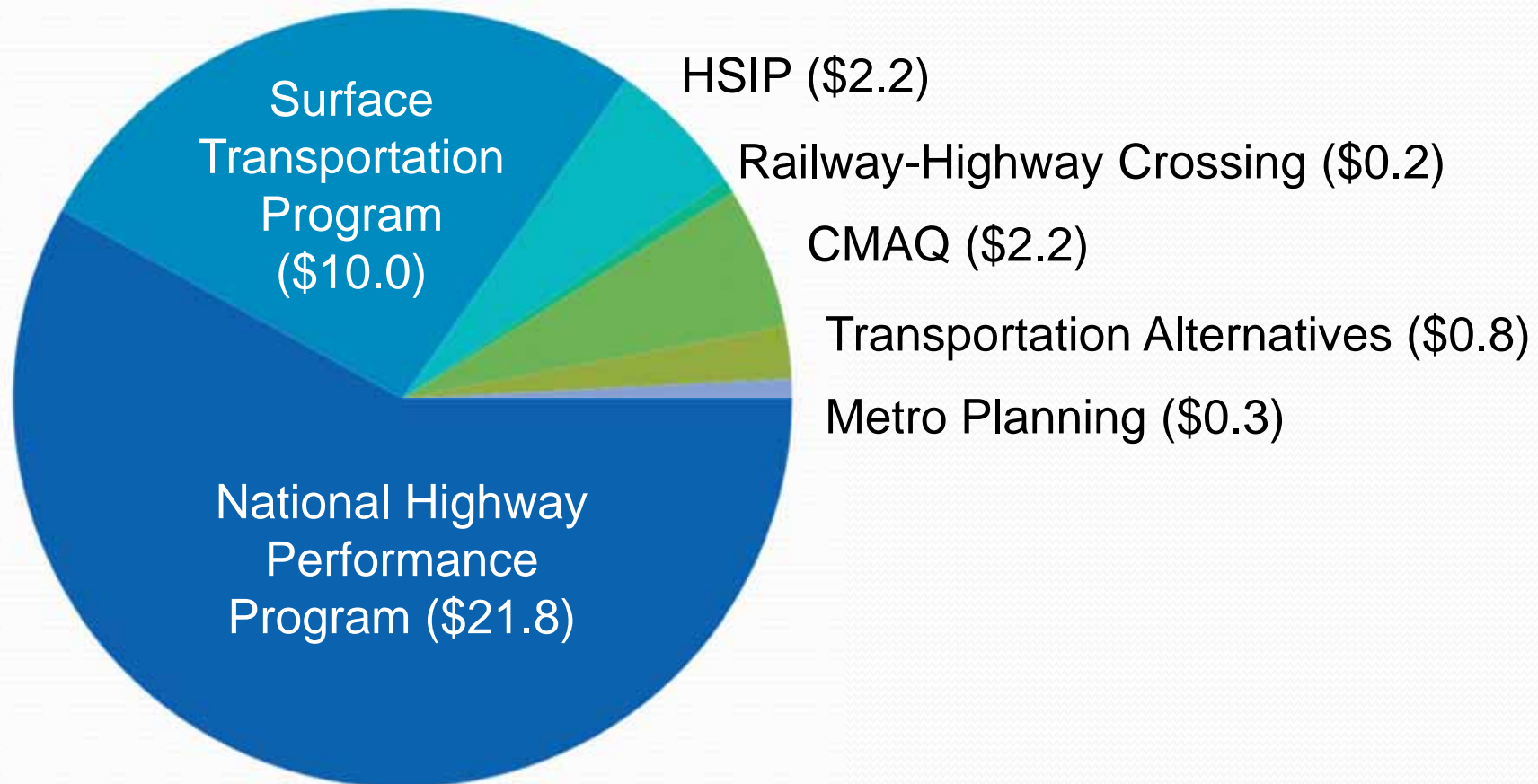
Operations Provisions



Operations and Freight MAP-21 Headlines

- Significant new freight provisions
- Continued and expanded Federal-aid program eligibility for operations and freight investments
- Operations and freight elements included in performance-based Federal program
- Continued robust R&T program

\$37.7 billion/year in formula funding



Note: Amounts in \$ billions; individual program amounts do not add exactly to total due to rounding

National Highway System Changes

- Definition of the National Highway System (Section 1104 of MAP-21) is modified to include:
 - Urban and rural principal arterial routes and border crossings on those routes, that were not included in the NHS prior to the date of MAP-21's enactment
 - Other connector highways, including toll facilities, that provide motor vehicle access between arterial routes on the National Highway System and major intermodal transportation facilities, if they were not included in the NHS prior to the date of MAP-21's enactment

Operations Definition Changes

- Revised the definition for “Transportation System Management & Operations”
 - Clarifies as a set of strategies (vs. a “program”)
 - Explicitly includes corridor management, ATDM, congestion pricing & parking management
- Definition for “Carpool Project” revised to include real-time ridesharing

Operations Eligibility Changes

- National Highway Performance Program
 - Adds electric charging & natural gas refueling stations as eligible items of fringe and corridor parking facilities (also applies to STP)
 - Truck parking facilities (also applies to STP and HSIP)
- Surface Transportation Program (STP)
 - Explicit eligibility for congestion pricing, ETC, TDM, and surface transportation intermodal infrastructure within port facilities
- Highway Safety Improvement Program (HSIP)
 - Installation, replacement & other improvement of highway signage & pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with State's Strategic Highway Safety Plan
- Congestion Mitigation & Air Quality Improvement (CMAQ)
 - Explicit eligibility for incident & emergency response, real-time traffic/transit/traveler information, and TDM projects

Performance – establishing national goals

Area	National goal
Safety	Reduce fatalities & serious injuries on all public roads
Infrastructure condition	Maintain a state of good repair
Congestion reduction	Significantly reduce congestion on the NHS
System reliability	Improve the efficiency of the surface system
Freight movement & economic vitality	Improve the national freight network, access of rural communities to markets, & economic development
Environmental sustainability	Enhance system performance while protecting and enhancing the environment
Reduced project delivery delays	Accelerate project completion by eliminating delays in the project delivery process

Performance – establishing measures

- U.S. DOT must establish measures
 - Rulemaking not later than 18 months after enactment
 - Required consultation with States, MPOs, and other stakeholders
- Act specifies some topics measures must address
 - Safety: serious injuries & fatalities (# and per VMT)
 - Pavement & bridge condition: Interstate and remainder of NHS
 - CMAQ: traffic congestion and on-road mobile source emissions
 - Freight: Interstate freight movement
- In addition to measures, USDOT must establish minimum thresholds for NHS pavement and bridge condition

Highway Worker Safety (section 1405)

- Modify section 23 CFR 630.1108(a) within 60 days
 - Use positive protective measures to separate workers on highway construction projects from motorized traffic in work zones conducted under traffic in areas that offer workers no means of escape (such as tunnels and bridges)
 - Use temporary longitudinal traffic barriers to protect workers on highway construction projects in long-duration stationary work zones when the project design speed is anticipated to be high & the nature of the work requires workers to be within 1 lane-width from the edge of a live travel lane
 - When positive protective devices are necessary, those devices are paid for on a unit-pay basis, unless doing so would create a conflict with innovative contracting approaches, such as design-build or some performance-based contracts

Tolling/pricing provisions (section 1512)

- Section 129 (general toll program)
 - Mainstreams tolling/pricing of new capacity, including Interstate (but generally requires current level of free capacity to remain unchanged)
 - Incorporates HOV to HOT conversions (from section 166)
 - In most cases, removes requirement for USDOT/State toll agreements
- Extends Value Pricing Pilot Program (congestion pricing) – but without discretionary grants
- Extends Interstate System Reconstruction and Rehabilitation Pilot Program (allows tolling of all lanes)
- Requires electronic toll collection interoperability on Federal-aid highways within 4 years

HOV Facilities (section 1514)

- Extends capability of States to establish programs to allow low-emission & energy-efficient vehicles to use HOV facilities through 2017
- Includes specific remedies for HOV facilities that have degraded operations:
 - increasing the occupancy requirement for HOV;
 - varying the toll charged to HOT vehicles to reduce demand;
 - discontinuing allowing non-HOV vehicles to use HOV lanes;
or
 - increasing the available capacity of the HOV facility

Work Zones, MUTCD, Rest Areas

- **Continues funding for Work Zone Safety Grants**
 - SAFETEA-LU §1409
- **Continues funding for National Work Zone Safety Information Clearinghouse**
- **Engineering Judgment (section 1529)**
 - Issue guidance within 90 days to clarify that standards, guidance & options for design & application of traffic control devices in the MUTCD should not be considered a substitute for engineering judgment
- **Rest Areas (section 1539)**
 - States may permit signs that acknowledge sponsorship of rest areas within rest areas or along the mainline

Research, Technology Deployment, Training & Education

- \$201.5M per year for Highway R&D (\$115M), Technology & Innovation Deployment (\$62.5M), and Training & Education (\$24M)
 - Includes all of Operations' program areas under "Reducing Congestion, Improving Highway Operations, and Enhancing Freight Productivity" [23 USC 503(b)(5)]
- Funding is almost earmark free
 - \$12M for pavement from Technology & Innovation Deployment \$
- SHRP-2 to be funded from SPR funds; 75% of States must agree to a percentage of funds for this use
- Centers of Excellence and Freight Professional Development program funded by Training & Education \$
- NCFRP repealed

ITS – RITA/JPO Lead

- No take-downs: \$100M per year
 - No deployment program (included in earlier draft Bills)
 - No Road-Weather set-aside
 - No Multi-State Corridor set-aside
- ITS Adoption
 - Encourage the deployment of ITS to improve NHS performance in such areas as traffic operations, emergency response, incident management, surface transportation network management, freight management, traffic flow information & congestion management by accelerating ITS adoption
 - Comprehensive plan to address how incentives may be adopted through existing deployment activities of modal administrations
- Transportation Planning
 - May provide funding to support adequate consideration of TSM&O
- Conformity defined to be with Regional ITS Architectures

Next steps

- Communication
 - Webpage
 - Summary
 - Presentation(s)
 - Fact sheets and Q&As
- Implementation
 - Legislative implementation plan
 - October 1 “phase in” of funding
 - Transitional procedures
 - Follow-on guidance and regulation
- <http://www.fhwa.dot.gov/map21>