

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 & Freight 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

Eligibility Changes

- **Surface Transportation Program (STP)**
 - Explicit eligibility for congestion pricing, ETC, TDM, surface transportation intermodal infrastructure within port facilities, and truck parking 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 a State Strategic Highway Safety Plan
 - Truck parking facilities
- **Congestion Mitigation & Air Quality Improvement (CMAQ)**
 - Explicit eligibility for incident & emergency response, real-time traffic/transit/traveler information, and TDM projects

National Freight Policy

- National Freight Policy elements contained in MAP-21 Section 1115 include:
 - Policy statement and specific goals focused on improving condition and performance of the national freight network to provide foundation for the U.S. to compete in the global economy
 - Designation of a national freight network
 - Creation a national freight strategic plan
 - Creation of a freight conditions and performance report
 - Development or refinement of transportation investment and data planning tools to evaluate freight-related and non-freight related projects

National Freight Network

- Creates and defines a national freight network, which consists of:
 - Primary freight network, designated by the U.S. DOT, that is most critical to the movement of freight
 - Portions of Interstate System not designated as part of the primary freight network
 - Critical rural freight corridors designated by the states

National Freight Strategic Plan

- U.S. DOT required to develop a national freight strategic plan within three years of MAP-21 enactment
- Plan to be developed in consultation with state Departments of Transportation and other public and private transportation stakeholders
- Plan must be updated every five years

Freight Conditions and Performance Report

- U.S. DOT required to prepare a report that describes the conditions and performance of the national freight network within two years of MAP-21 enactment
- After the initial report is prepared, it must be updated every two years

Transportation Investment Data and Planning Tools

- U.S. DOT, within one year of the enactment of MAP-21, must begin to develop new tools and/or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and non-freight related transportation projects, including:
 - Methodologies for systematic analysis of benefits and costs
 - Tools for ensuring that the evaluation of freight-related and other transportation projects consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process
 - Other elements to assist in effective transportation planning

Prioritization of Projects to Improve Freight Movement

- U.S. DOT may increase the federal share for Interstate highway projects up to 95% and other transportation projects up to 90% (Section 1116)
- To be eligible, U.S. DOT must certify the project meets the following requirements:
 - Enhances the efficient movement of freight
 - Is identified in a state freight plan (Section 1118)

State Freight Plans

- U.S. DOT must encourage each state to develop a comprehensive statewide freight plan (Section 1118)
- The plan can be developed independently of or incorporated into the statewide strategic long-range transportation plan required by U.S. Code Title 23, Section 135
- Specific list of required elements included in MAP-21

State Freight Advisory Committees

- U.S. DOT must encourage each state to establish a freight advisory committee (Section 1117)
- Committees must consist of public and private sector stakeholders, including representatives from the state DOT, local governments, freight carriers, shippers, ports, and freight-related associations
- Roles of the state freight advisory committee include:
 - Advising state on freight-related priorities, issues, projects, and funding needs
 - Serving as a forum for state transportation decisions impacting freight mobility
 - Communicate and coordinate regional priorities with other organizations
 - Promote information sharing between the public and private sectors on freight issues
 - Participate in the development of a statewide freight plan

Projects of National and Regional Significance

- \$500 million may be appropriated in FY 2013 only
- Maintains most SAFETEA-LU PNRS language, with some modifications made to the eligibility, implementation, and reporting requirements (Section 1120)
- Eligible applicants broadened to include tribal government(s) and multi-state or multi-jurisdictional agencies in addition to individual state agencies
- U.S. DOT is also required to submit a report to Congress within 2 years of MAP-21 enactment identifying and analyzing State-identified projects of national and regional significance

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

Truck Parking (Jason's Law)

- Specific language is included in MAP-21 to address the shortage of long-term commercial motor vehicle parking along the National Highway System (Section 1401)
- Projects eligible to receive funding include:
 - Construction of safety rest areas that include parking for commercial motor vehicles
 - Construction of commercial motor vehicle parking areas adjacent to commercial truck stops and travel plazas
 - Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities
 - Promoting the availability of publicly or privately-provided commercial motor vehicle parking on the National Highway System using Intelligent Transportation Systems and/or other means
 - Construction of turnouts along the National Highway System for commercial motor vehicles
 - Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis that will allow those facilities to remain open all year
 - Improving the geometric design of interchanges on the National Highway System to improve access to commercial motor vehicle parking facilities
- U.S. DOT, in consultation with state motor carrier safety personnel, will also conduct a survey and comparative assessment of truck parking facilities in each state no later than 18 months after MAP-21 enactment

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

Special 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:
 - Presidentially declared major disaster
 - Permits are issued in accordance with state law
 - Permits are issued exclusively to vehicles and loads that are delivering relief supplies
- Permits issued shall expire no later than 120 days after the date of the disaster declaration

Truck Size and Weight Provisions

- U.S. DOT, in consultation with each state and other applicable federal agencies, must start a comprehensive size and weight study within 45 days of enactment (Section 32801)
- U.S. DOT must 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
- U.S. DOT, no later than 90 days after enactment and in consultation with the states, must compile various items related to state truck size and weight laws and prepare a report to Congress within 2 years (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

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>