



Innovative Program Delivery

# Federal Tolling & Pricing Programs: *MAP-21 Changes*



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# Introduction

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- Under 23 U.S.C. 301, there is a general prohibition on the imposition of tolls on Federal-aid highways
- Some exceptions are allowed through special programs and provisions
- MAP-21 makes a number of changes to these programs



# Tolling & Pricing Programs (until 10/1/12)

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- Mainstream programs
  - Section 129 General Toll Program
  - Section 166 High-Occupancy Toll (HOT) Lanes Program
- Pilot programs
  - Value Pricing Pilot Program (VPPP)
  - Interstate System Reconstruction & Rehabilitation Pilot Program (ISRRPP)
  - Express Lanes Demonstration Program
  - Interstate System Construction Toll Pilot Program



# Tolling & Pricing Programs (under MAP-21)

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- Mainstream programs
  - Section 129 General Toll Program
  - Section 166 High-Occupancy Toll (HOT) Lanes Program
- Pilot programs
  - Value Pricing Pilot Program
  - Interstate System Reconstruction & Rehabilitation Pilot Program



# MAP-21 Tolling Eligibilities

## ■ Section 129 (Mainstream)

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>• Highways</li><li>• Bridges</li><li>• Tunnels</li></ul>	New Facility	New to Sec. 129 (Previously allowed under pilot program)
Non-interstate	<ul style="list-style-type: none"><li>• Highways</li><li>• Bridges</li><li>• Tunnels</li></ul>	New Facility	Continued under MAP-21



# MAP-21 Tolling Eligibilities (Cont.)

- Section 129 (Mainstream)

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>Highways</li><li>Bridges</li><li>Tunnels</li></ul>	New Lanes	New to Sec 129 (Previously allowed under pilot program)
Non-interstate	<ul style="list-style-type: none"><li>Highways</li><li>Bridges</li><li>Tunnels</li></ul>	New Lanes	Continued under MAP-21



# MAP-21 Tolling Eligibilities (Cont.)

- Section 129 (Mainstream)

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>Bridges</li><li>Tunnels</li></ul>	Reconstruct or replace free facilities	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none"><li>Highways</li><li>Bridges</li><li>Tunnels</li></ul>	Reconstruct or replace free facilities	Continued under MAP-21



# MAP-21 Tolling Requirements

- Section 129 (Mainstream)

Uses of Revenue	Performance Requirements	Audits	Toll Agreement
<ul style="list-style-type: none"><li>Debt service</li><li>Private investment</li><li>Operations</li><li>Maintenance</li><li>P3 payments</li><li>Other Title 23 eligible uses*</li></ul>	None	Submitted Annually	Not required

\*If toll facility is certified to be adequately maintained





# MAP-21 Tolling Eligibilities

- Section 166 (Mainstream)

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>Highways</li><li>Bridges</li><li>Tunnels</li></ul>	Allows SOVs on HOV Lanes*	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none"><li>Highways</li><li>Bridges</li><li>Tunnels</li></ul>	Allows SOVs on HOV Lanes*	Continued under MAP-21

\*Allows any vehicle with occupancy less than the HOV designation



# MAP-21 Tolling Requirements

## ■ Section 166 (Mainstream)

Uses of Revenue	Performance Requirements	Audits	Toll Agreement
<ul style="list-style-type: none"> <li>• Debt service</li> <li>• Private investment</li> <li>• Operations</li> <li>• Maintenance</li> <li>• P3 payments</li> <li>• Other Title 23 eligible uses*</li> </ul>	<ul style="list-style-type: none"> <li>• Operational performance</li> <li>• Enforcement</li> <li>• Automatic toll collection</li> <li>• Tolls varied to manage demand</li> </ul>	Submitted Annually	Not required

\*If toll facility is certified to be adequately maintained



# MAP-21 Tolling Eligibilities

## ■ Value Pricing Pilot Program

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>• Highways</li><li>• Bridges</li><li>• Tunnels</li></ul>	Value Pricing	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none"><li>• Highways</li><li>• Bridges</li><li>• Tunnels</li></ul>	Value Pricing	Continued under MAP-21



# MAP-21 Tolling Requirements

## ■ Value Pricing Pilot Program

Uses of Revenue	Performance Requirements	Audits	Toll Agreement
<ul style="list-style-type: none"> <li>• Debt service</li> <li>• Private investment</li> <li>• Operations</li> <li>• Maintenance</li> <li>• Project implementation costs</li> <li>• Mitigation measures for low-income users</li> <li>• Other Title 23 eligible uses</li> </ul>	Monitoring effects on: <ul style="list-style-type: none"> <li>• Driver behavior</li> <li>• Traffic volume</li> <li>• Transit ridership</li> <li>• Air quality</li> <li>• Availability of funds for transportation programs</li> </ul>	Submitted Annually	Required



# MAP-21 Tolling Eligibilities

- Interstate System Reconstruction & Rehabilitation Pilot Program

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none"><li>• Highways</li><li>• Bridges</li><li>• Tunnels</li></ul>	Reconstruction or rehabilitation	Continued under MAP-21



# MAP-21 Tolling Requirements

- Interstate System Reconstruction & Rehabilitation Pilot Program

Uses of Revenue	Performance Requirements	Audits	Toll Agreement
<ul style="list-style-type: none"> <li>• Debt service</li> <li>• Private investment</li> <li>• Operations</li> <li>• Maintenance</li> </ul>	None	Submitted Annually	Required



# Discontinued Pilot Programs

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- Express Lanes Demonstration Program
  - Program expires September 30, 2012
  - Tolling authority provided to five projects to toll new lanes on existing interstates
  - Tolling of new lanes now mainstreamed under Sec. 129
- Interstate System Construction Toll Pilot Program
  - Program expires August 2015
  - Tolling for construction of new interstates now mainstreamed in Sec. 129



# Status of Toll Pilot Program Slots

- Value Pricing Pilot Program
  - All 15 program slots authorized by Congress are currently encumbered
  - Seven slots permanently allocated to states with VPPP tolling agreements
  - Eight slots currently allocated to state agencies with active VPPP studies – will become available to provide tolling authority in the future
- Interstate System Reconstruction & Rehabilitation Pilot Program
  - All three slots authorized by Congress have been conditionally reserved for states currently developing program applications
- Express Lanes Demonstration Program
  - Current authorities for the five projects with final tolling agreements remain in effect
- Interstate System Construction Toll Pilot Program
  - No projects have received final authority





# Summary

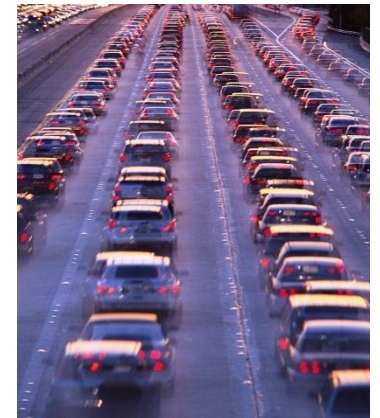
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- Most existing tolling authorities are now mainstreamed
  - Tolling of new capacity (including new facilities and lanes added to existing facilities)
  - Reconstruction of bridges, tunnels, and non-interstate highways
  - Conversion of HOV facilities to HOT lanes
- Tolling agreements for mainstream programs no longer required
- Annual audits are required
- Two toll pilot programs continue:
  - ISRRPP – Reconstruction/rehabilitation of interstate highways
  - VPPP – Congestion pricing for demand management



# Conclusion

- Questions?
  - Submit a question using the chat box
- Comments and discussion





# Contact Information

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