



Innovative Program Delivery

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



**Industry Webinar
August 28, 2012**

Regina McElroy

Director

Office of Innovative Program Delivery
Federal Highway Administration

Darren Timothy

Program Development Team Leader
Office of Innovative Program Delivery
Federal Highway Administration



Introduction

- 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)

- 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)

- 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">• Highways• Bridges• Tunnels	New Facility	New to Sec. 129 (Previously allowed under pilot program)
Non-interstate	<ul style="list-style-type: none">• Highways• Bridges• Tunnels	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">HighwaysBridgesTunnels	New Lanes	New to Sec 129 (Previously allowed under pilot program)
Non-interstate	<ul style="list-style-type: none">HighwaysBridgesTunnels	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">BridgesTunnels	Reconstruct or replace free facilities	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none">HighwaysBridgesTunnels	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">Debt servicePrivate investmentOperationsMaintenanceP3 paymentsOther Title 23 eligible uses*	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">• Highways• Bridges• Tunnels	Allows SOVs on HOV Lanes*	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none">• Highways• Bridges• Tunnels	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"> • Debt service • Private investment • Operations • Maintenance • P3 payments • Other Title 23 eligible uses* 	<ul style="list-style-type: none"> • Operational performance • Enforcement • Automatic toll collection • Tolls varied to manage demand 	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">• Highways• Bridges• Tunnels	Value Pricing	Continued under MAP-21
Non-interstate	<ul style="list-style-type: none">• Highways• Bridges• Tunnels	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"> • Debt service • Private investment • Operations • Maintenance • Project implementation costs • Mitigation measures for low-income users • Other Title 23 eligible uses 	Monitoring effects on: <ul style="list-style-type: none"> • Driver behavior • Traffic volume • Transit ridership • Air quality • Availability of funds for transportation programs 	Submitted Annually	Required



MAP-21 Tolling Eligibilities

- Interstate System Reconstruction & Rehabilitation Pilot Program

Facility	Asset	Eligibility	Legislation
Interstate	<ul style="list-style-type: none">• Highways• Bridges• Tunnels	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"> • Debt service • Private investment • Operations • Maintenance 	None	Submitted Annually	Required



Discontinued Pilot Programs

- 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



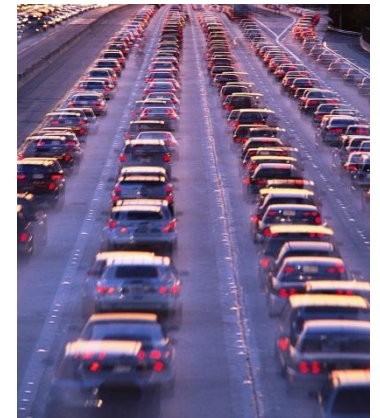
Summary

- 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

Darren Timothy, Ph.D.

Program Development Team Leader

Office of Innovative Program Delivery

Federal Highway Administration

(202) 366-4051

Darren.Timothy@dot.gov