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

Freight Provisions Overview
Pamela M. Kordenbrock, Division Administrator, FHWA Tennessee
MAP-21 Funding

- Federal-aid Highway Program authorized through FY 2014 at FY 2012 funding levels plus minor inflation
  - $37.5 billion in FY2013, including $816 million for Tennessee
  - $37.8 billion in FY2014, including $825 million for Tennessee

- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund

- Substantial programmatic consolidation
  - No earmarks
  - Most discretionary programs eliminated
National Freight Network

• USDOT will establish a National Freight Network to assist States in strategically directing resources toward the efficient movement of freight on the National Highway System, freight intermodal connectors, and aerotropolis transportation systems

• The National Freight Network will consist of:
  • Primary freight network that is the 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 Policy

The National Freight Policy will focus on improving the condition and performance of the National Freight Network to enhance economic competitiveness in global markets.

National Freight Policy elements include requirements to:
- Establish a National Freight Network
- Create a National Freight Strategic Plan
- Create a Freight Conditions and Performance Report
- Create new or refine existing transportation investment and data planning tools to evaluate freight-related projects
National Freight Strategic Plan

- USDOT will develop a National Freight Strategic Plan by October 1, 2015

- National Freight Strategic Plan to be developed in consultation with State DOTs and other public and private transportation stakeholders

- Needs to be updated every 5 years
Multimodal Freight Policy Council

- USDOT has created a high-level, multimodal Freight Policy Council to coordinate and oversee the development of a National Freight Policy.

- The Freight Policy Council will be supported by a multimodal team chaired by the Office of the Secretary.

- The implementation effort will include the input of many public and private sector stakeholders, so stay involved!
State Freight Plans & Advisory Committees

- States encouraged to establish a State Freight Advisory Committee of public and private sector stakeholders
- States encouraged to develop a comprehensive State Freight Plan
- State Freight Plan can be developed independently of or incorporated into the statewide long-range transportation plan
- State Freight Plan is required for freight projects to be considered for the higher federal share
Prioritization of Projects to Improve Freight Movement

- USDOT may increase the federal share for projects to improve freight movement
  - Up to 95% for Interstate highway projects
  - Up to 90% for other transportation projects

- USDOT must certify the project meets the following requirements:
  - Enhances the efficient movement of freight, including making progress toward meeting performance targets
  - The project is identified in a State Freight Plan
Projects of National & Regional Significance Program

- Program established in SAFETEA-LU to fund national or regional freight or passenger transportation needs

- Continued in MAP-21 and modifications made to eligibility, implementation, and reporting requirements

- $500 million authorized to be appropriated in FY 2013

- USDOT must develop a report to Congress identifying potential projects by October 1, 2014
MAP-21 added freight movement and economic vitality as a national goal for the Federal-aid Highway Program.

USDOT will establish performance measures for States to assess freight movement on the Interstate system.

States establish performance targets 1 year after USDOT establishes measures.

MPOs establish performance targets 180 days after State sets targets.
Freight Conditions & Performance Report

- USDOT is required to report the conditions and performance of the National Freight Network by October 1, 2014

- The Freight Conditions and Performance Report must be updated on a two-year basis
Next Steps

- Communication
- Webpage
- Fact Sheets and Q&A
- Outreach

Implementation
- October 1 “phase in”
- Transitional procedures
- More guidance and regulations to follow

http://www.fhwa.dot.gov/map21/
Questions?