

# 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

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# 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



# National Goals & Performance Measures

- 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



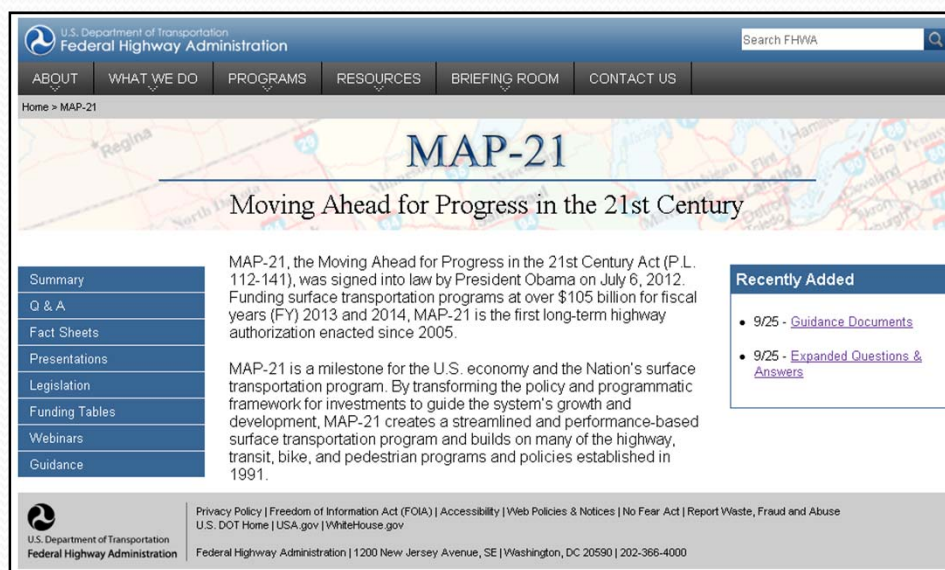


# Freight Conditions & Performance Report

- 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?

