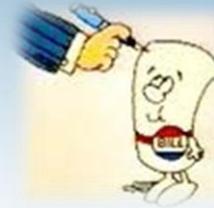




MAP-21 Webinar

July 20, 2012



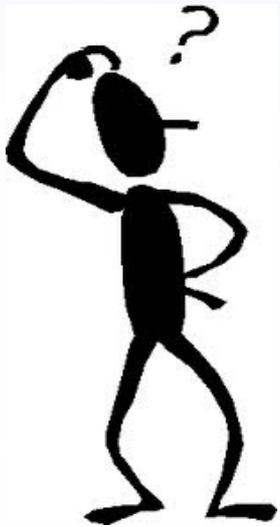
Where Are We Today?

- *Moving Ahead for Progress in the 21st Century Act (MAP-21)* Conference Report passes Congress
 - June 29, 2012 (House vote of 373-52; Senate vote of 74-19)
- President Obama signs MAP-21 into law
 - July 6, 2012
- P.L. 112-141 policy takes effect
 - October 1, 2012
- MAP-21 authorization expires
 - September 30, 2014
- Fuel tax collection authority expires
 - September 30, 2016



The Bill Really Passed?!!

But What About?



Keystone XL Pipeline?

Coal Ash Deregulation?

Pay-fors?

No earmarks and a campaign season underway?





MAP-21: Top-Line Summary

- **Funding:** \$118 billion total (\$105 billion for FY13 and FY14)
 - Current funding levels indexed to inflation
 - LUST Trust Fund, Pensions, General Fund transfers used as pay-fors
- **Consolidates** or eliminates 60 federal programs
- **Improves** system performance through national goals and measures, statewide and metro area performance targets
- **Expedites** project delivery
 - Streamlines environmental review process, expands categorical exclusions, allows initial work to begin before NEPA approval
- **Expands** TIFIA and tolling, removes anti-PPP provisions
- **Establishes** National Freight Policy and National Freight Network
- **Eliminates** Equity Bonus but guarantees 95% return to the States
- **Continues** Highways/Transit split at 80/20



MAP-21: ITS Highlights

- **Performance Management:** ITS needed to measure and improve safety, congestion, system reliability, freight movement
- **Planning:** States and metro areas must promote efficient system management and operations, incorporate performance targets
- **Core Highway Programs:** ITS eligible in all formula programs
- **ITS Research:** Restored to \$100M per year
- **Technology & Innovation Deployment** program established
 - \$62.5 million per year
- **Transit:** Bus Rapid Transit expansion and planning
- **Financing:** TIFIA & Tolling expanded, PPP amendments out
- **Other:** ITS in National Freight Policy, Innovative Project Delivery



Performance Management Process

National Goals and Performance Measures

- Goals to be established for Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, Reduced Project Delivery Delays
- U.S. DOT to develop performance measures with States, MPO's, transit agencies and stakeholders - FHWA to promulgate a rulemaking establishing performance measures and standards by April 1, 2014
- States and MPOs required to set performance targets and report back annually on their progress towards meeting those targets
 - Consistent with ITS America's performance measures proposal

Statewide and Metropolitan Planning

- Both State DOT's and Metropolitan Planning Organizations must consider projects and strategies as part of their planning process that promote efficient system management and operation



Core Formula Programs

- **National Highway Performance Program** - \$21+ billion per year
 - “Capital and operating costs for traffic management and traveler information monitoring, management, and control facilities and programs”
 - “Development and implementation of a State asset management plan...”
 - “Infrastructure-based intelligent transportation systems capital improvements”
- **Surface Transportation Program** - \$10+ billion per year
 - “Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies...”
- **Highway Safety Improvement Program** - \$2.4 billion per year
 - Funding doubled, eligibility expanded to include “...priority control system for emergency vehicles at signalized intersections... traffic control or other warning device at a location with high crash potential”
 - Data driven through planning and safety problem identification and countermeasure analysis
- **Congestion Mitigation and Air Quality (CMAQ)** - \$2.2 billion per year
 - “... projects to improve mobility, such as through real-time traffic, transit and multimodal traveler information... or otherwise reduces demand for roads through such means as telecommuting, ridesharing, carsharing, ...and pricing”



Transit Program

- **Funded at \$10.5+ billion per year**
- **Strengthens Federal safety oversight role**
- **Bus Rapid Transit**
 - Expanded for projects in defined corridors that demonstrate substantial investment in fixed transit facilities including transit stations, ITS technology, traffic signal priority, and off-board fare collection
- **Capital Project definitions**
 - “Transit-related intelligent transportation systems...”, “safety and security equipment and facilities” (including ITS solutions), and “the introduction of new technology through innovative and improved products...”
- **Performance-based**
 - Statewide and Metro Planning: “promotes efficient system management and operation”, includes performance measures for safety, state of good repair
- **Research**
 - New funding for technology demonstration and deployment projects, including “mobility management and improvements and travel data management systems” and “advancements in vehicle technology”



ITS Research and Deployment

- **ITS Research and Development Program** funded at **\$100 million** per year
 - Senate bill had funded program at \$50 million
 - Saves Connected Vehicle Program
 - Requires V2V and V2I Deployment Report in 3 Years
- **Technology & Innovation Deployment Program** – New \$62.5 million per year program to provide competitive grants to accelerate adoption of “innovative technologies” across surface transportation system
 - Similar to but broader than the *Smart Technologies for Communities Act*
- **Highway Research** program includes focus on reducing congestion, improving operations and enhancing freight productivity
 - Includes active traffic and demand management, accelerated deployment of ITS, arterial management and traffic signal operations, congestion pricing, real-time information, road weather management, and other ITS strategies



Transportation Financing

- **Expands TIFIA Loan Program**

- Increased from \$122 million to \$1 billion
- Threshold for ITS projects remains at \$15 million
- Master credit agreements allow applicants to receive funding for a program of projects
- Rolling “first come first serve” application process

- **Expands State Tolling Authority**

- Provides states with **authority to toll new and existing highway facilities** while ensuring that existing Interstate lanes that are now toll-free remain toll-free
- HOV to HOT lane conversions must include **automated toll collection systems** and establish policies to manage demand using variable pricing
- Within four years, all toll facilities on the federal-aid highway system must implement technologies or business practices that provide for the **interoperability of electronic toll collection** programs



Other MAP-21 Highlights

- **National Freight Mobility Policy**

- Goals include “to use advanced technology to improve the safety and data of the network”
- “ITS..., real-time traffic, ... multi-modal transportation information systems” are all eligible for a federal match up to 95%
- State Freight Plans must consider innovative technologies and operational strategies, including ITS, that improve freight safety and efficiency

- **Innovative Project Delivery**

- Declaration of Policy: “it is in the national interest to promote the use of innovative technologies that increase the efficiency of construction, improve the safety, and extend the service life of highways and bridges ... including state of the art intelligent transportation system technologies
- Federal share can be up to 100 percent



Other Legislative Issues

- **Appropriations Process**

- House THUD Appropriations bill approved
- Includes amendments to prohibit spending on VMT user fee research or implementation, GPS tracking
- Senate timeline unclear

- **Sequestration**

- Highway Trust Fund programs protected
- Potential impact on Amtrak, some transit and aviation programs



Join the Fight for ITS

Join ITS America's Campaign for Intelligent Transportation Solutions

- Campaign to **champion high-tech solutions for transportation**
 - Has improved Congressional and media relations
 - ITS industry at the table for key legislative debates
 - Has created new opportunities: Capitol Hill Tech Showcase, Smart Solution Spotlight, increased news coverage
- Need to capitalize on current momentum, continue influencing policy debates including MAP-21 implementation
- Current law expires in just over two years!
- Campaign sponsorship includes Legislative Steering Committee, Congressional Roundtable membership, other benefits

Continue to educate your Senators, Congressmen, other electeds



Questions?

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