



*UNITED STATES*  
**DEPARTMENT OF TRANSPORTATION**

# **IMPLEMENTATION OF THE FREIGHT PROVISIONS OF MAP-21**

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**Building Paths to Prosperity – The Role of Regional Corridors**

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# MAP-21

- Signed by the President on July 6, 2012
- Two-year authorization (FY2013 – FY2014)
- Main freight provisions are in Section 1115
- Doesn't create a new "Freight Program"
- But does require more freight planning and performance management and expands funding eligibility



# National Freight Strategic Plan

- Requires USDOT to develop a plan within three years
- Clear intent to identify particular routes that need increased investment
- We intend to implement this requirement as a multi-modal plan
  - Focusing on the needs of all freight modes
  - Highways, rail, ports, waterways, pipelines, and air
- Focus on bottlenecks, trade gateways, and energy production
- Emphasis on multi-state planning and intermodal connectivity

# Freight Conditions and Performance Report



- Required as part of National Freight Strategic Plan
- But also must be published separately, two years after enactment
- Will also be a multi-modal report
  - With conditions and performance data on all freight modes
- Will require intensive engagement with shippers, carriers, infrastructure owners, and the public
  - To determine what conditions and performance measures are most useful, feasible, and practicable



# State Freight Plans

- MAP-21 only “encourages” development of State Freight Plans
- But requires them if States want to get higher Federal match rate on freight projects
- So States were anxious to get guidance on this
- We issued guidance in Federal Register on October 15
- Sets out required and recommended elements of State Freight Plans
- About 19 States already have State Freight Plans

# State Freight Advisory Committees



- These are also “encouraged”
- We encourage them as part of the process for developing a State Freight Plan
- We issued guidance on State Freight Advisory Committees in October along with the State Freight Plan guidance
- Sets out types of groups to be represented
- Also lists tasks to be assigned to State Freight Advisory Committees

# Prioritization of Freight Projects



- Allows States to request higher Federal match rate on freight projects
  - From 90% to 95% on Interstate projects
  - From 80% to 90% on non-Interstate projects
- USDOT must certify that the project improves efficient movement of freight
- Project must be identified on State Freight Plan developed pursuant to MAP-21
- Does not provide more funding to State
  - Just allows State to use more of its fixed Federal funding on freight projects

# TIFIA Funding



- Ports became eligible for TIFIA funding in 2005 (SAFETEA-LU)
  - But language was ambiguous – hasn't been used
- We interpret the language as providing broad eligibility for port projects under TIFIA
- We will encourage ports to make use of this funding source
- Freight intermodal facilities are also eligible
- TIFIA is a loan program, so project must have revenue stream
- TIFIA funding has been increased from \$122 million in 2009 to
  - \$750 million in 2013
  - \$1 billion in 2014
- Because this is a loan program, \$1 billion in Federal funding supports \$10 billion in loans





# STP Funding

- Eligibility under Surface Transportation Program (STP) also expanded for ports
- Uses same language as TIFIA
- Provides \$10.2 billion in FY2013
- FHWA guidance to be issued soon will clarify broad eligibility for ports

# Projects of National and Regional Significance



- No TIGER Grant Program authorized by MAP-21
- But PNRS Program is reauthorized
- Originally authorized in SAFETEA-LU, but 100% earmarked
- No earmarking in MAP-21
- Authorized at \$500 million for FY2013
  - But requires appropriation
  - And no funds appropriated in FY2013 CR
- Has same broad eligibility as TIFIA –
  - Ports, freight intermodal facilities, and some freight rail projects



# TIGER Grants

- Not authorized in MAP-21
- But included in FY2013 Continuing Resolution passed by House
- \$474 million
- Not over 'til it's over
- Applications would probably be due in September



# Other Provisions

- Truck Size and Weight Study (due in two years)
- Study of Agricultural Exemption (due in 18 months)
- Improvements in transportation investment data and planning tools
- Funding eligibility for truck parking facilities and survey of adequacy (Jason's Law)
- Reduction in overweight and CDL penalties
- Study of issuance of hazmat permits for trucks (1 year)
- Allows use of overweight trucks during national emergencies
- Resumption of CVISN Program
- Sense of Congress on spending all Harbor Maintenance Tax revenues
- Expedites USACE Asian Carp study (18 months)

# Freight Activities for State DOT Input Spring and Summer 2013

- National Freight Policy and Related Activities
  - MAP21- State Freight Plan Implementation Webinar, **18 March 2013**
    - **1:00 – 2:30pm Eastern. Reg'n info at NHI or Talking Freight**
  - AASHTO/FHWA Freight Partnership V Meeting in Washington, DC
    - Tentative Dates: 31 July – 2 August
  - Primary Freight Network Release and Comment – Spring
  - Critical Rural Freight Network Development – Summer/Fall
  - Projects of National and Regional Significance Survey – Summer
- MAP-21 Truck-Related Studies
  - Revised Guidance on Emergency Permits - Summer
  - Jason's Law: Truck Parking Survey – Summer
  - Compilation of Truck Size and Weight Laws – Summer





# Freight Policy Council

- On August 17th, Secretary LaHood established the Freight Policy Council
- Its purpose is to coordinate implementation of the freight provisions of MAP-21
- And lead policymaking on other key freight issues before the Department
- Purely internal – all USDOT officials
- The Council has met three times
  - Most recently last Tuesday

# National Freight Advisory Committee



- Established by Secretary on February 13, 2013
- Federal Register Notice on February 19 inviting nominations
- Nominations due March 21
- Will advise Secretary on implementation of MAP-21 Freight Provisions
  - And other freight issues
- We will try to include a wide range of stakeholders



# Other Advisory Committees

- Outreach to NFAC is part of broader outreach effort to stakeholders and advisory committees
- Advisory Committee on Supply Chain Competitiveness
- Marine Transportation System National Advisory Committee
- Railroad-Shipper Transportation Advisory Committee
- Rail Energy Transportation Advisory Committee
- Environmental Justice Advisory Committee
- Advisory Committee on Commercial Operations of Customs and Border Protection
- Motor Carrier Safety Advisory Committee





# Other Outreach Activities

- Held Freight roundtables
  - Washington – September 13<sup>th</sup>
  - Dallas – November 8<sup>th</sup>
  - Sacramento – November 28<sup>th</sup>
  - Portland, OR – November 30<sup>th</sup>
  - Chicago – November 30<sup>th</sup>
  - Atlanta – December 14<sup>th</sup>
  - Washington – March 5<sup>th</sup>
- Webinars on Sept 20 and 21
- On-Line Dialogue September 13-25
- Spoke at other Advisory Committee meetings
  - Rail – September 20<sup>th</sup>
  - Marine – September 21<sup>st</sup>
  - Supply Chain Competitiveness – October 19<sup>th</sup>

# Looking for Input



- What measures of Freight Conditions and Performance would be useful and feasible?
- What level of detail should we include in the National Freight Strategic Plan?
- Important to think outside the box