Update from Washington D.C. - MAP 21

Scott Belcher, ITS America
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
MAP-21: Top-Line Summary

- **Funding:** $118 billion total ($105 billion for FY13 and FY14)
  - Current funding levels indexed to inflation
  - Leaking Underground Storage 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** Transportation Infrastructure Finance and Innovation Act (TIFIA) and tolling, removes anti-Public Private Partnership 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 three years

- **Technology & Innovation Deployment Program (FHWA)** – $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 toll 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 used 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

• **MAP-21 Technical Corrections Bill**
  - Opportunities for Deployment

• **Appropriations**
  - Includes amendments to prohibit spending on VMT user fee research or implementation, GPS tracking

• **Year-End Omnibus**
  - Opportunities for Tax Credit Legislation

• **Universal Service**
  - Replying to Notice of Proposed Rulemaking

• **Sequestration**
  - Highway Trust Fund programs protected; ITS minimally impacted
Authorization Campaign Must Build On Its Momentum

ITS America’s Campaign for Intelligent Transportation Solutions

- Proven successful with ITS measures included in MAP-21
- Further Advocacy needed for ongoing legislation
- Educate Members on new MAP-21 policies and implementation
- Has created new opportunities: Congressional Roundtables, Capitol Hill Tech Showcase, Smart Solution Spotlight Awards, increased news coverage

MAP-21 expires in just over two years!

- 113th Congress will resume process next January
ITS America Continues to Improve Member Value

- State Chapters Council
- Policy and Business Council
- Coordinating Council
- Public Sector RFP Announcement Page
- Promoting Member News and Events through Social Media and Web Applications
- Knowledge Center 2.0
- Member Companies Listed on ITS America Website
- Industry Source
State Chapters Council was Active This Year

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<tr>
<th>Action Item</th>
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<tr>
<td>Revise Strategic Plan</td>
<td>To make chapters more visible, relevant and responsible in the long-term vision of the organization</td>
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<td>Amend Bylaws</td>
<td>For chapters to have a more meaningful role in the leadership and management of the organization and its activities</td>
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<td>Website Modifications</td>
<td>To make chapters a more visible aspect of ITSA and better able to share information and learn from other</td>
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<td>Improve Advocacy Links</td>
<td>To help chapters become more effective at local advocacy efforts; help ITSA achieve increased grass roots support for items of national interest.</td>
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**State Chapters Council was Active This Year**

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<tr>
<td>Increase Knowledge-sharing</td>
<td>Provide more technical information/support to chapters; facilitate information-sharing among chapters and key industry agencies and organizations</td>
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<td>Expand Professional Development &amp; Networking</td>
<td>Provide/facilitate more and affordable alternatives for training, certifications and peer interaction at the chapter level</td>
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<td>Supporting the Chapter Model</td>
<td>Increase administrative and other support to improve chapter effectiveness</td>
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<td>Grow Integrated Member Value</td>
<td>Identify ways to better integrate activities and communication between national and chapter members</td>
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2013 Annual Meeting - Location & Key Dates

- Nashville, Tennessee
- Gaylord Opryland Convention Center
- April 22-24, 2013
- Registration: January 2013
- Preliminary Program: February 2013
- Sponsorships/Exhibitor Prospectus: September 2012
2013 Annual Meeting – Enhanced Program

• Theme: Real Progress, Great Future
  - Highlight how much we’ve achieved
  - Focus on how much further we can go….
  - Deployment focused

• New Meeting Features for 2013
  - Training: Co-Sponsored by AASHTO and FHWA
  - ITS Spotlights
  - Town Hall Meetings
  - Rapid Fire Sessions
2013 Annual Meeting - Exhibitor and Sponsor Opportunities

• Great venue with excellent regional support
• Sponsor and Exhibitor Prospectus now available
  - www.itsa.org/annualmeeting
  - Designed to fit all budget ranges and goals
• Over 100 exhibitors across entire ITS spectrum
  - Longer dedicated Expo hours
  - Focused on theme
2013 Annual Meeting - Attendee Value

• Learn & Network with ITS professionals who face the same challenges every day

• Hear lessons learned
2013 Annual Meeting - Attendee Value

• See latest technologies
• Bring back knowledge that will help your next ITS implementation

• Spotlight ITS deployments at your agency – gain recognition for your successes
See You in Nashville!

Co-Sponsored by:

See you there!
April 22 - 24, 2013