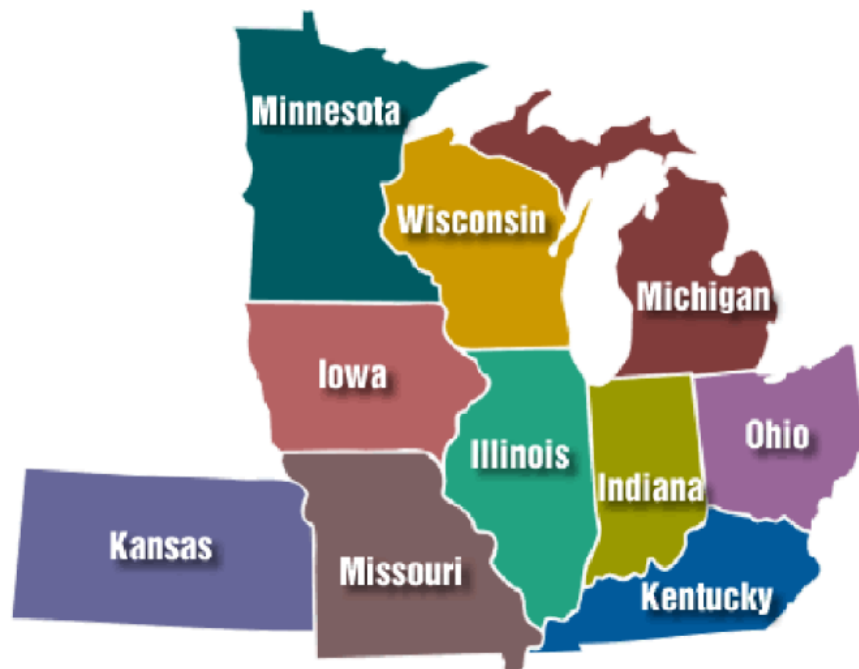


## The Role of Economics in MAP-21



MAP-21 Text:

<http://www.gpo.gov/fdsys/pkg/BILLS-112hr4348enr/pdf/BILLS-112hr4348enr.pdf>

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The Mid-American Freight Coalition (MAFC) created this quick reference guide to the aspects of MAP-21 that directly reference economics. Each instance of economics that relates to growth, development, vitality, competitiveness or efficiency of transportation is then separated into its own paragraph that includes a summary of the text surrounding the keyword occurrence, the page number of the keyword, MAP-21 section number, and subsection where the keyword occurs.

Below is an instance of the keyword economic development which occurs in section 1119, which starts on page 69. The phrase economic development occurs on page 75 is in Section 202(b)(1)(B)(vii). Notice that the sections are not the same. Much of MAP-21 changes already published US Code. In this case, as noted by the parenthesis in the first bullet, section 1119 actually amends Section 201-204 of title 23. Therefore, I give the section number and all subsections as they appear in MAP-21 to guide the reader to the keyword. Finally, the text surrounding the keyword is included to provide a summary of the context of the keyword. Users should go to MAP-21 if they want the full text.

The structure of MAP-21 sections is as follows:

#### Section Number

- Lowercase letter
  - Number
    - Small roman numeral
    - Large roman numeral

### **Section 1119, Pg. 69 Federal Lands and Tribal Transportation Programs**

- Pg. 69, Section 1119 (amends chapter 2 of title 23 by adding sections 201 through 204)
  - Pg. 75, Section 202(b)(1)(B)(vii)-The Secretary of the Interior with the Secretary of the USDOT shall maintain an inventory of tribal transportation facilities at a minimum that are available for tribal transportation program assistance including roads to natural resources identified for economic development.

## **The Role of Economics in MAP-21**

### **Section 1115, Pg. 64 National Freight Policy**

- Pg.64, Section 1115 (amends chapter 1 of title 23 by adding section 167)
  - Pg. 64, Section 167(b)(1)(A)-One goal of the national freight policy is to strengthen the contribution the national freight network to the economic competitiveness of the United States
  - Pg. 65, Section 167(b)(6)-Another goal of the national freight network is to improve the economic efficiency of the national freight network.
  - Pg. 67, Section 167(h)(1)(ii)-The Secretary of US DOT shall begin developing or improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including tools for evaluating freight-related and other transportation projects to including tools for ensuring that the evaluation of safety, economic competitiveness, environmental sustainability, and system condition in the project selection process;
  - Pg. 68, Section167(i) DEFINITION OF AEROTROPOLIS TRANSPORTATION SYSTEM.— the term ‘aerotropolis transportation system’ means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport

### **Section 1119, Pg. 69 Federal Lands and Tribal Transportation Programs**

- Pg. 69, Section 1119 (amends chapter 2 of title 23 by adding sections 201 through 204)
  - Pg. 75, Section 202(b)(1)(B)(vii)-The Secretary of the Interior with the Secretary of the USDOT shall maintain an inventory of tribal transportation facilities at a minimum that are available for tribal transportation program assistance including roads to natural resources identified for economic development
  - Pg. 84, Section 203(b)(2)(B)(ii)-Federal land transportation funds are based on applications that must support high-use federal recreational sites or Federal economic generators
  - Pg. 84, Section 203(c)(2)(A)-The inventory of National and Federal land transportation facilities shall include facilities that provide access to high-use Federal recreation sites or Federal economic generators
  - Pg. 87, Section 204(c)(3)- In making a programming decision for the Federal lands access program, the committee shall give preference to projects that provide access to, are adjacent to, or are located within high-use Federal recreation sites or Federal economic generators, as identified by the Secretaries of the appropriate Federal land management agencies

### **Section 1120, Pg. 88 Project of National and Regional Significance**

- Pg. 88, Section 1120
  - Pg. 89, Section 1120(l)(2)(B)(i)-In the report that the Secretary of US DOT creates about projects of Regional and National Significance, the secretary shall identify projects that generate national economic benefits that reasonably exceed the costs of the project

## **Section 1201, Pg. 96 Metropolitan Transportation Planning**

- Pg. 96, Section 1201 (amends Section 134 of title 23)
  - Pg. 96, Section 134(a)(1)-It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of the of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter
  - Pg. 100, Section 134(g)(3)(A)-The Secretary shall encourage metropolitan Planning Organizations to consult with officials in charge of other planning activities including those involved in economic development
  - Pg. 100, Section 134(h)(1)(A)- the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - Pg. 101, Section 134(h)(1)(E)-The metropolitan planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

## **Section 1202, Pg. 110 Statewide and Nonmetropolitan Transportation Planning**

- Pg. 110, Section 1202 (amends Section 135 of title 23)
  - Pg. 110, Section 135(d)(1)(A)-The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - Pg. 111, Section 135(b)(1)-The implementation of a statewide transportation plan shall be coordinated with Metropolitan Transportation Planning and with statewide trade and economic development planning activities and related multistate planning efforts
  - Pg. 112, Section 135(d)(1)(E)-The statewide transportation planning process shall consider projects, services, and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns region
  - Pg. 119, Section 135(m)(3)(A)-The regional transportation planning organization (RTPO) a policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers economic development practitioners, and the public in the region

- Pg. 120, Section 135(m)(4)(C)-The duties of the RTPPO include fostering the coordination of local planning, land use, and economic development plans with State, regional, and local transportation plans and programs

**Section 1203, Pg. 120 National Goals and Performance Management Measures**

- Pg. 120, Section 1203 (amends Section 150 title 23)
  - Pg. 121, Section (b)(5)-One of the national goals for the US is to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**Section 1503, Pg. 157 Project Approval and Oversight**

- Section 1503, Pg. 157 (Amends Section 106 of title 23)
  - Pg. 158, Section 1503(a)(4)(B)(ii)(I)-The evaluation of bridge projects shall be done by the state and shall be evaluated on an economic basis

**Section 1536, Pg. 181 Sense of congress on Harbor Maintenance**

- Section 1536, Pg. 181
  - Pg. 181, Section 1536(a)(7)-Congress finds inadequate investment in dredging needs is restricting access to the ports of the United States for domestic shipping, imports, and exports and therefore threatening the economic competitiveness of the United States.

**Section 1603, Pg. 185 Gulf Coast National Resources Restoration and Economic Recovery**

- Section 1603, Pg. 185 (amends section 311 of the Federal Water Pollution Control Act)
  - This section relates to generating economic recovery to the gulf states so I didn't include the sections with instances of economics from the bill.

**Section 20003, Pg. 218 Policies and Purposes**

- Section 20003, Pg. 218 (amends Section 5301 of title 49)
  - Pg. 218, Section 5301(a)-It is in the interest of the United States, including the economic interest of the United States, to foster the development and revitalization of public transportation systems with the cooperation of both public transportation companies and private companies engaged in public transportation

**Section 20005, Pg. 224 Metropolitan Transportation Planning**

- Pg. 224, Section 20005 (amends Section 5303 of title 49)
  - Pg. 224, Section 5303(a)(1)-It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of the of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter

- Pg. 228, Section 5303(g)(3)(A)-The Secretary shall encourage metropolitan Planning Organizations to consult with officials in charge of other planning activities including those that involved in economic development.
- Pg. 228, Section 5303(h)(1)(A)- the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Pg. 228, Section 5303(h)(1)(E)-The metropolitan planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Pg. 238, Section 5303(b)(2)(A)-This section creates a pilot program for transit-orientated development planning. The Secretary makes grants to State or local government to assist in planning an eligible project that enhances economic development, ridership, and other goals established during the project development and engineering process

### **Section 20006, Pg. 239 Statewide and Nonmetropolitan Transportation Planning**

- Pg. 239, Section 20006 (amends Section 5304 of title 49)
  - Pg. 239, Section 5304(b)(1)-In the development of a statewide transportation plan, the State shall coordinate with Metropolitan Transportation Planning and with statewide trade and economic development planning activities and related multistate planning efforts
  - Pg. 240, Section 5304(d)(1)(A)-The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - Pg. 240, Section 5304(d)(1)(E)-The statewide transportation planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
  - Pg. 248, Section 5304(l)(3)(A)-The regional transportation planning organization (RTPO) a policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers economic development practitioners, and the public in the region
  - Pg. 248, Section 5304(l)(4)(C)-The duties of the RTPO include fostering the coordination of local planning, land use, and economic development plans with State, regional, and local transportation plans and programs

### **Section 20008, Pg. 252 Fixed Guideway Capital Investment Grants**

- Pg. 252, Section 20008 (amends Section 5309 of title 49)
  - Pg. 256, Section 5309(d)(2)(A)(iii)-New fixed guideway grants can move from the project development phase to the engineering phase after completing the NEPA finding no

significant impact or a categorical exemption and if the Secretary determines that the project is justified by the project's mobility improvements, the project's environmental benefits, congestion relief associated with the project, economic development effects associated with the project, policies and land use patterns of the project that support public transportation, and the project's cost-effectiveness as measured by cost per rider

- Pg. 256, Section 5309(d)(2)(A)(iv)-Another criteria to move to the engineering phase is the project is supported by policies and land use patterns that promote public transportation, including plans for future land use and rezoning, and economic development around public transportation stations;
- Pg. 258, Section 5309(e)(2)(A)(iv)-A core capacity improvement project can enter into the project development phase if it is justified based on a comprehensive review of the project's mobility improvements, the project's environmental benefits, congestion relief associated with the project, economic development effects associated with the project, the capacity needs of the corridor, and the project's cost-effectiveness as measured by cost per rider
- Pg. 261, Section 5309(h)(4)-In selecting a small starts project(new fixed guideway capital project or corridor based bus rapid transit project with federal assistance less than \$75 million or total cost less than \$250 million) the Secretary should consider the projects effect on mobility improvements, environmental benefits, congestion relief, economic development effects associated with the project, policies and land use patterns that support public transportation and cost-effectiveness as measured by cost per rider

### **Section 31105, Pg. 337 National Priority Safety Programs**

- Section 31105, Pg. 337 (amends section 405 of title 23)
  - Pg. 341, Section 405(c)(1)(C)-The Secretary of Transportation can award grants to States for programs including those that link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data

### **Section 52003, Pg. 468 Research and Technology Development and Deployment**

- Pg. 468, Section 52003 (amends Section 503 of title 23)
  - Pg. 472, Section 503(b)(4)(C)(iii)-Under the strengthening transportation planning and environmental decisionmaking section of the Highway Research and Development Program, one explicitly listed research and technology activity is research into transportation and economic development planning in rural areas and small communities
  - Pg. 472, Section 503(b)(5)(A)(v)-The highway research and development program is split into topic areas one of which is reducing congestion, improving highway operations, and enhancing freight productivity with the goal of improving the economic competitiveness of the United States

### **Section 52011, Pg. 483 Bureau of Transportation Statistics**

- Section 52011, Pg. 483 (amends subtitle III of title 49 by adding chapter 63)
  - Pg. 484, Section 6302(b)(3)(B)(vi)(IV)-One set of statistics that the Director of the BTS needs to collect data on the economic efficiency across the entire transportation network



- Pg. 485, Section 6302(b)(3)(B)(vi)(V)-Another statistics the Director of the BTS must collect is the effects of the transportation system on global and domestic economic competitiveness
- Pg. 485, Section 6302(b)(3)(B)(vi)(V)-Another statistics the Director of the BTS must collect is demographic, economic, and other variables influencing travel behavior, including choice of transportation mode and goods movement
- Pg. 485, Section 6302(b)(3)(B)(vi)(VIII)-Another statistics the Director of the BTS must collect is economic costs and impacts for passenger travel and freight movement;
- Pg. 490, Section 6309(a)(3)-the Director of the BTS must compile a geospatial database that depicts social, economic, and environmental conditions affected by the transportation networks