

Future Strategic Highway Research Program Updated June 11, 2013

STATUS: ACTIVE – until funds are obligated and expended or rescinded

PROGRAM CODE: BPAC 15X0432060-0000-0404320801

FEDERAL SHARE: 100 percent (unless otherwise provided by law)

PERIOD AVAILABLE: Until expended

FUND: Highway Account of the Highway Trust Fund

FUND DISTRIBUTION METHOD: Grants, cooperative agreements

TYPE OF AUTHORITY: Contract

SUBJECT TO OBLIGATION LIMITATION: Yes

STATUTORY REFERENCE: Post MAP-21 23 U.S.C. 503, 505; MAP-21 §§ 52003, 52005; 23 U.S.C. 510; SAFETEA-LU, Public Law 109-59, Section 5210

CFR REFERENCE: None

ELIGIBILITY: The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59), established the Future Strategic Highway Research Program (commonly referred to as SHRP II) to be carried out through the National Research Council (NRC) in consultation with AASHTO. The Program is based on the NRC Special Report 260, entitled **Strategic Highway Research: Saving Lives, Reducing Congestion, Improving Quality of Life** and National Cooperative Highway Research Program Project 20-58. It emphasized the four areas of renewal, safety, congestion, and capacity.

BACKGROUND: The Future Strategic Highway Research Program (commonly referred to as SHRP II), authorized in SAFETEA-LU, is the second Strategic Highway Research Program to be established by Congress. SHRP II was created to address complex goals requiring integrated and atypical approaches to reducing crashes, renewing highway infrastructure, increasing highway capacity, and providing reliable travel times.

SHRP II is being conducted under a Memorandum of Understanding among the NRC (parent organization of the Transportation Research Board, TRB), AASHTO and FHWA. Under SAFETEA-LU, the NRC is charged with managing the program through TRB. TRB is further instructed to consult with a wide variety of stakeholders in developing the program under this section.

In January 2007, TRB released a targeted SHRP-II research plan designed to advance highway performance and safety. This research plan replaces the one originally developed for the program when it was proposed to be funded at \$450 million over 7 years.

The SHRP II program includes an analysis of the following:

- Renewal of aging highway infrastructure with minimal impact to users of the facilities.
- Driving behavior and likely crash causal factors to support improved countermeasures.
- Reducing highway congestion due to nonrecurring congestion.
- Planning and designing new road capacity to meet mobility, economic, environmental, and community needs.

A one-time report on implementation of the Future Strategic Highway Research Program (SHRP II) results was prepared for Congress and covered results to date and plans for implementation.

The report included:

- an identification of the most promising results of research under the program (including the persons most likely to use the results);

- a discussion of potential incentives for, impediments to, and methods of, implementing those results;
- an estimate of costs of implementation of those results; and
- recommendations on methods by which implementation of those results should be conducted, coordinated, and supported in future years, including a discussion of the administrative structure and organization best suited to carry out those recommendations.

Total contract authority for FY 2006 -2009 for SHRP II is \$205,000,000, with \$51,250,000 authorized each year. Limitations on contract authority for the Surface Transportation Research, Development, and Deployment Program and the Obligation Ceiling established for Title V Research Programs will limit the amount available for obligation.

The Moving Ahead for Progress in the 21st Century (MAP-21, P.L. 112-141) provides for the continued use of existing SAFETEA-LU carryover funds, but also provides that SHRP2 implementation is an eligible activity under the Technology and Innovation Deployment Program (TIDP) in each of FYs 2013 and 2014. These funds are contract authority from the Highway Account of the Highway Trust Fund and funds are available until expended. At the request of a State, the Secretary may transfer funds apportioned or allocated to that State to another State or to FHWA to fund research, development and technology transfer activities of mutual interest on a pooled fund basis. Funds are subject to the overall Federal-aid obligation limitation and the obligation limitation associated with these funds is available for four fiscal years. Funds from this source may be used for administrative costs. Additionally, the States may make available a percentage of their State Planning and Research (SP&R) funds to the Secretary to supplement funding of the program if the percentage to be made available is agreed upon by $\frac{3}{4}$ of the States. The activities carried out under the program will be based on the report submitted to Congress by the TRB on the strategies and administrative structure to be used for implementation of F-SHRP results. For TIDP funds, the Federal share for cooperative research and development agreements shall be 80%, unless otherwise determined by the Secretary. For SP&R funds, the Federal share is 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

ADDITIONAL INFORMATION: For additional information contact the Office of Program Development and Evaluation (HRPD).