

**MAP-21 Steering Committee  
Follow-Up Q&A  
September 25, 2012**

**General**

**Q: Do empowerment zones exist in MAP-21?**

The Empowerment Zones/Enterprise Communities program was a federal, state, and local government partnership for stimulating comprehensive renewal – particularly economic growth and social development – in distressed urban neighborhoods and rural areas across the nation. Created by Congress in 1994, that year the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Agriculture (USDA) designated 105 distressed communities as Empowerment Zones and Enterprise Communities, and were named as joint lead implementing agencies. Over the years, additional empowerment zones were authorized by Congress. Congress also authorized the U.S. Department of Health and Human Services (HHS) Office of Community Services to manage \$1 billion in flexible grants that were the core federal support for the local Empowerment Zones/Enterprise Communities projects. All federally designated Empowerment Zones officially expired on December 31, 2011. MAP-21 makes no reference to federal empowerment zones.

**Q: What forecast did WSDOT use to build the 2013-5 budget proposal just submitted to the Governor?**

A: WSDOT used an early version of the September 2012 federal forecast to construct its 2013-15 budget proposal. It assumes the MAP-21 funding levels for FFY 2013 and 2014, with an approximate 20% drop in the following years. The budget request assumes a current law apportionment of federal funds between state and local governments.

**Q: Which programs can ferries compete in under MAP-21? Are there new grant programs for ferries under MAP-21? How much of an increase is expected for WSF?**

A: MAP-21 includes the following opportunities for ferry funding.

- A ferry boat and terminal formula program. The program guarantees public ferry systems a particular amount of annual ferry funding for the length of MAP-21. Due to incomplete data, FHWA has been unable to give states an estimate of what they might receive under the new ferry formula program, however, based on a rough estimate that FHWA provided to Senator Murray, Washington could receive up to \$20 million per year for public ferry systems. FHWA is expected to provide more formal, accurate funding estimates sometime in October.
- A new \$30 million annual FTA competitive grant program for passenger ferries from a set-aside in the urbanized area (5307) transit formula program. FTA is

working on the eligibility requirements for the grant program and should provide guidance this fall.

- Ferries are eligible uses under NHPP (if it connects road segments of the NHS) and under STP.
- CMAQ funds can be used to retrofit ferries to run on liquid natural gas, if the ferries operate in a non-attainment or maintenance area.

### **Highway Safety Improvement Program (HSIP)**

**Q: What are the current funding priorities under Target Zero? Does the Safe Routes to School Program fit within those priorities?**

A: Currently, Target Zero includes four priority areas for investments. Priority Level One focuses on impaired driving, run-off-the-road collisions and speeding. Priority Level Two includes young drivers, unrestrained vehicle occupants, distracted drivers, intersections and traffic data systems. Priority Level Three includes unlicensed drivers, opposite direction multi-vehicle collisions, motorcycles, pedestrians, heavy trucks and emergency medical services. Bicycles are in Priority Level Four.

The Traffic Safety Commission is in the process of updating the current priorities. Under the new priorities, pedestrians will likely move up to Level Two and Bicycles would likely move up to Priority Level Three. Pedestrian improvements have and will continue to be addressed in the local HSIP investments.

**Q: What are the statistics related to pedestrian and bicycle fatalities, and how do those compare to the other Target Zero priorities?**

A: Currently, HSIP funds are split between state programs and local responsibilities based on the top two priority infrastructure areas within Target Zero. Those areas are run-off-the-road collisions and intersection crashes.

Between 2006 and 2008, run-off-the-road crashes contributed to 2,510 serious injuries and 722 deaths, or 30% of all serious injuries and 39% of all fatalities during this period. Between 2006 and 2008, intersection-related collisions in Washington State resulted in 2,916 serious injuries and 356 fatalities, 35% of all serious injuries and 21% of fatalities. During the same period, intersections on city streets were involved in 51% of serious injuries and 39% of fatalities.

Between 1999 and 2008, there were 682 traffic-related pedestrian fatalities, accounting for 11% of all traffic deaths. In terms of jurisdiction, 41.8% of pedestrian deaths occurred on city streets, 38.4% on state routes and 19.4% on county roads. In Washington, pedestrian injuries remain the third leading cause of injury deaths for children. Slightly more than 15% of pedestrian fatalities occurred within marked crosswalks, while over 45% occurred at unmarked crossings.

From 2006 to 2008, there were 30 fatal traffic collisions involving bicyclists, which is 1.7% of the total traffic fatalities.

From 2009-2012, approximately 22% of the local portion of HSIP funding was targeted toward bike and pedestrian safety improvements.

### **Safe Routes to School Program**

**Q: What is the current amount of federal funding for Safe Routes to School?**

A: The program received \$3.6 million in federal funding in federal fiscal year 2009.

### **Congestion Mitigation and Air Quality Program (CMAQ)**

**Q: How much funding would the state pursue for passenger rail operations or liquid natural gas conversion?**

A: The current budget submittal for WSDOT requests an additional \$5.1 million annually in state operating funds for 2015 and 2016 for passenger rail, in order to meet the requirement of federal law for states to take over the full cost of state-supported Amtrak service by FFY 2014 (Sec. 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), P.L. 110-432). The cost to retrofit one Issaquah Class Ferry to run on liquid natural gas is approximately \$17 million.

### **Surface Transportation Program (STP)**

**Q: How many locally-owned bridges are currently on the NHS? How many locally-owned bridges are not currently on the NHS? What are the condition and sufficiency ratings in each group?**

A: The expansion of the NHS also includes the addition of bridges to the NHS. For Washington State, the impact is the addition of 292 bridges (182 for the state and 110 for local agencies). See attachment for sufficiency ratings.

### **National Highway Performance Program (NHPP)**

**Q: Under MAP-21, how much additional square footage of state bridges are added to the NHS system?**

A: Under MAP-21, an additional 618,398 square feet of local bridge deck area is added to the NHS system and 2,924,750 square feet of state bridge deck area is added to the NHS system. The following counties have additional square footage of **state bridge deck** on the NHS system.

- Benton (332,631 square feet)
- Chelan (55,597 square feet)
- Clark (64,682 square feet)
- Douglas (73,446 square feet)
- Franklin (20,400 square feet)
- Grant (37,978 square feet)

- King ( 627,800square feet)
- Kitsap (46,190 square feet)
- Lewis (13,054 square feet)
- Pierce (378,636 square feet)
- San Juan (2,004 square feet)
- Skagit (29,900 square feet)
- Snohomish (572,826 square feet)
- Spokane (284,765 square feet)
- Thurston (32,956 square feet)
- Whitman (9,086 square feet)
- Yakima (343,199 square feet)

**Q: Under MAP-21, how many additional lane miles are added to the NHS system? Where are those lane miles located?**

**A:** MAP-21 expands the National Highway System to include an additional 60,000 miles nationwide of principal arterials not already included in the NHS. For Washington State, the impact of the addition of all principle arterials to the NHS would be the addition of 1,166.86 NHS miles (303.09 for state and 863.77 for local agencies). See attachment for further detail.