



MAP-21 Overview

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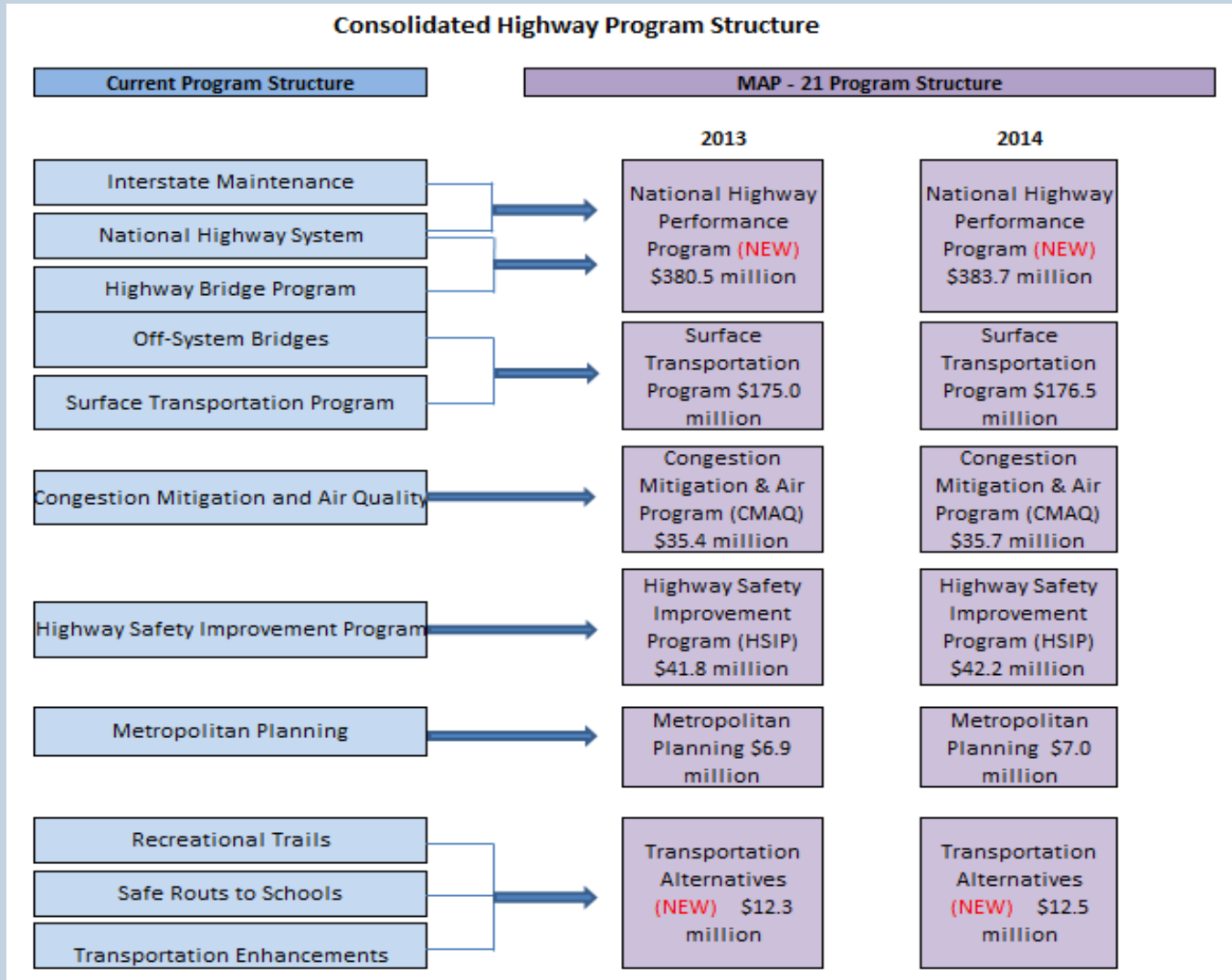
Presented by: Alyson Cummings, Budget Assistant to the Governor –
Transportation

MAP-21 Steering Committee
September 17, 2012

Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Provides \$105 billion over two years (through FFY14).
 - Extends current law through the end of FFY12 (September 30th).
 - Most new provisions go into effect on October 1st.
 - Federal gas tax extended through FFY16.
- Average annual funding at FFY12 levels, plus a minor inflationary increase (i.e. no new funding).
- Ensures two years of solvency for Highway Trust Fund.
- Consolidates and eliminates programs and moves to a performance-based system.
 - Fewer formula programs, most discretionary programs eliminated, no earmarks.

Consolidated Highway Formula Programs



Performance Management

- MAP-21 identifies national goal areas (e.g. safety, system reliability, infrastructure condition, congestion reduction).
- USDOT has 18 months to establish performance measures (e.g. pavement and bridge conditions, injuries and fatalities, congestion).
- States and MPOs set targets to meet the performance measures.
- State and metro plans describe how the organization will use program and project selection to help achieve targets.
- States to report to USDOT on progress toward targets (within four years of enactment; biennially thereafter).
- Failure to make progress leads to corrective actions and penalties.

National Highway Performance Program (NHPP)

- \$380.5 million for Washington in FFY13; \$383.3 million in FFY14.
- Consolidates the National Highway System (NHS), the Interstate Maintenance and part of the Highway Bridge programs.
- Expands the NHS to include an additional 60,000 miles of principle arterials not already included in the NHS.
 - For Washington, the impact is the addition of 1,166 NHS miles and 216 NHS bridges (owned by both the State and local agencies).
- USDOT to establish performance measures for NHS bridge condition, Interstate and NHS pavement condition, and performance of the Interstate and NHS systems.
- States set targets for conditions and performance established in an asset management plan.
 - Federal funds must support progress towards the achievement of performance targets established in the asset management plan.

Surface Transportation Program (STP)

- \$175 million for Washington in FFY13; \$176 million in FFY14.
- Continued flexible funding to improve the transportation system, plus a requirement that the equivalent of 15% of the FFY09 Highway Bridge Program apportionment be set-aside for bridges off the federal-aid system (\$21.9 million in Washington).
- Eliminates several stand-alone programs but makes them eligible uses of STP funding, including: ferry boats and terminals, consolidated border infrastructure, truck parking, rec trails and safe routes to schools.
 - 10% Transportation Enhancements (TE) set-aside is eliminated, but those projects remain an eligible use of STP funds.
- 50% of funds subject to be sub-allocated based on population, the other 50% can be spent anywhere in the state.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

- \$35.4 million for Washington in FFY13; \$35.7 million in FFY14.
- Provides funds to state and local governments for transportation projects to help meet the requirements of the Clean Air Act. Funds are available for areas that do not meet National Air Ambient Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas).
- USDOT to establish performance measures for states to use to assess traffic congestion and on-road mobile source emissions. States and MPOs must set targets, but no penalty for failing to reach them.
- Continues current program with some changes, including:
 - explicit eligibility for installation of facilities serving electric or natural gas-fueled vehicles (except at Interstate rest areas; and
 - puts in statute the ability to use CMAQ funding for passenger rail operating costs for up to three years (had been an administrative interpretation).

Highway Safety Improvement Program (HSIP)

- \$41.8 million for Washington in FFY13; \$42.2 million in FFY14.
- HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- Nearly doubles size of existing program and maintains current performance-based structure; adds requirement for regular update of the Strategic Highway Safety Plan (Target Zero).
- Keeps rail-highway grade crossing set-aside (\$4 million in Washington).
- Eliminates set-aside for high-risk rural roads, with a penalty if fatalities increase.
- USDOT to establish performance measures for number of injuries and fatalities (and number per VMT). States and MPOs to set targets. States face penalty for failure to meet or make significant progress toward meeting performance targets.

Transportation Alternatives

- \$12.3 million for Washington in FFY13; \$12.5 million in FY14.
- Incorporate eligibilities from many current programs.
 - Includes most, but not all, formerly TE-eligible activities.
 - Recreational Trails Program
 - Safe Routes to School Program
 - Planning, designing, or constructing roadways within the right-of-way of former Interstate or other divided highways (Washington has no such roads.)
- Similar funding level to TE under SAFETEA-LU, but about a \$6 million cut overall.
 - Funded through a set-aside of each state's highway formula apportionment in the amount of 2% of the total federal-aid highway program.
 - 50% sub-allocated to locals based on population; the other half may be obligated in any area of the state.
 - States may opt out of the Recreational Trails component of the program annually.

Ferry Boats and Terminals Program

- Turns the current competitive FHWA Ferry Boat Discretionary Program into a \$67 million a year nationwide formula program.
- Guarantees public ferry systems a particular amount of annual federal ferry funding for the length of the 2-year bill.
- Formula based 20% on passengers, 45% on vehicles, and 35% on route miles.
- FHWA has incomplete ferry data so ferry systems won't know how much they will receive or how it will be distributed for a while.
 - On September 5th FHWA notified public ferry systems they have until October 5th to submit any corrections to the 2010 ferry data FHWA has in the National Ferry Database. The FFY13 ferry apportionment will be based on that 2010 data (which is from Calendar Year 2009).
- Creates a new \$30 million annual FTA competitive grant program for passenger ferries from a set-aside in the FTA 5307 (urbanized area) transit formula program. FTA is working on the eligibility requirements for the grant program and more details will be forthcoming this fall.

Freight Provisions

- No dedicated freight funding.
- National Freight Policy
 - Directs USDOT to establish a National Freight Network (includes the Primary Freight Network based on volume, the remainder of the Interstate System, and critical rural freight corridors).
 - Directs USDOT to establish a National Freight Strategic Plan.
- Freight Performance Measures
 - Directs USDOT to establish performance measures for states to use to assess freight movement on the Interstate.
 - States must set performance targets, integrate the targets within their planning processes, and report to USDOT on their progress in relation to the targets and on how they are addressing congestion at freight bottlenecks.
 - MPOs must set performance targets , integrate the targets within their planning processes, and report to USDOT periodically on their progress in relation to the targets.
- State freight advisory committees & freight plans encouraged.
- Prioritization of projects to improve freight movement.
 - Projects must be identified in a state freight plan to qualify for increased federal share.
 - For these projects, increases the federal share to 95% on the Interstate and 90% elsewhere.
 - USDOT must certify project improves efficiency of freight movement.

Planning

- The MPO population threshold remains at 50,000.
 - As a result of the 2010 Census, there is a new bi-state MPO for the Walla Walla, WA and Milton-Freewater, OR area.
- The metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.
- Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required for specific programs.
- Long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

Transit

- Maintains federal transit programs at current funding levels with a small inflationary increase.
- FTA to develop performance measures under which all FTA grantees will be required to set targets. Measures to be based on FTA definition of the term “state of good repair” and creation of objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities.
- All FTA grantees and their sub-recipients required to develop transit asset management plans.
- Targets and performance measures to be incorporated into state and metro transportation improvement plans.
- Reduces the number of discretionary programs by consolidating a number of smaller programs, formularizing some and updating others.
 - Competitive Bus and Bus Facilities program turned into a formula program.
 - New Freedom and Elderly & Disabled formula programs are consolidated.
 - New State of Good Repair Program to be distributed by formula.
 - JARC (Job Access Reverse Commute) program is repealed and consolidated into the 5311 (rural) and 5307 (urbanized) formula programs.

Next Steps

- New programs and policy changes take affect October 1st.
- USDOT will have to undertake many rulemakings to implement bill provisions; should provide some interim guidance.
- MAP-21 expires September 30, 2014; Congress will need to start writing next bill in 2013 or early 2014.
- Long-term solvency of the Highway Trust Fund will need to be addressed.

Questions?

For more information on MAP-21, please contact:

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