

MAP-21 Implementation

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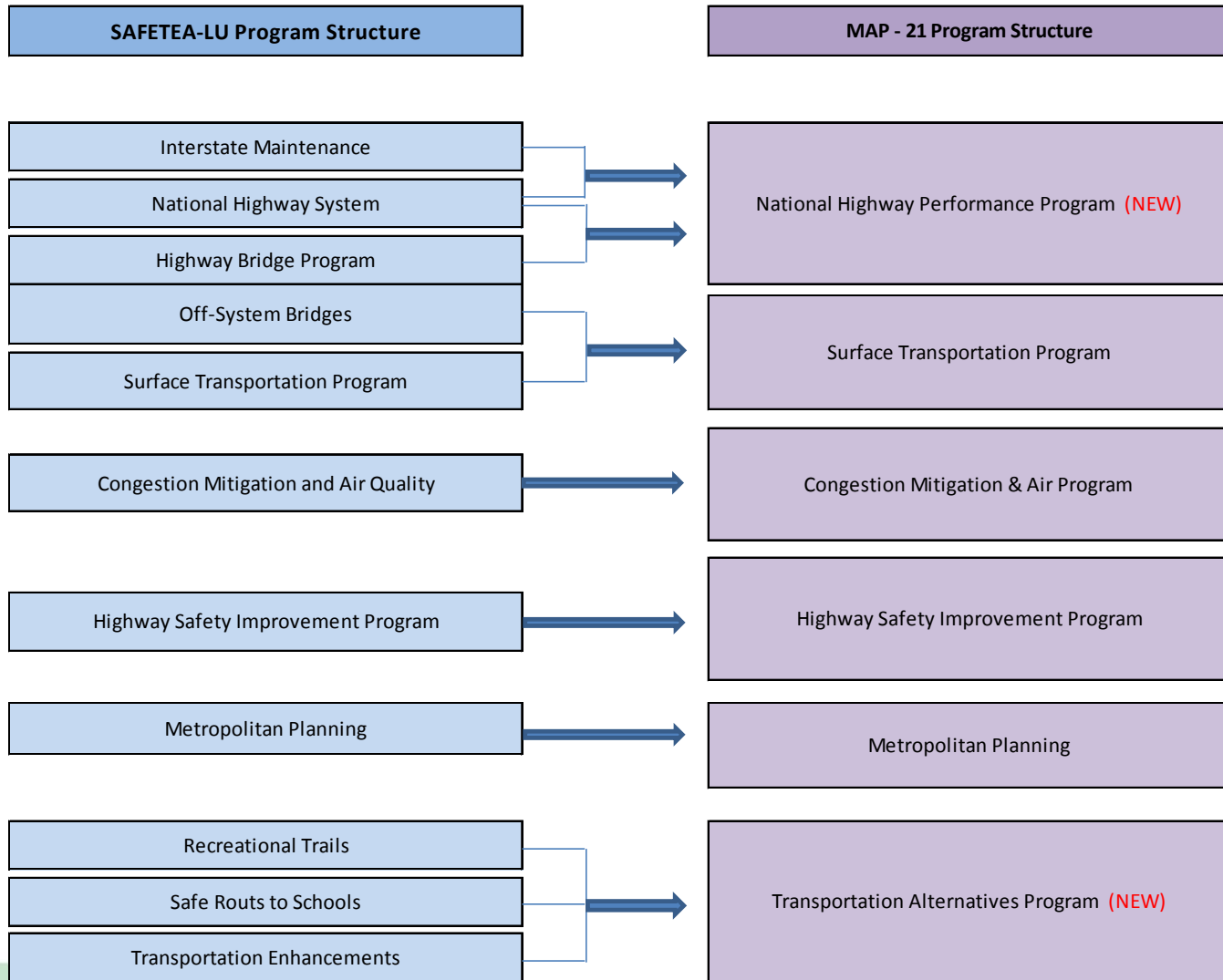
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Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Provides \$105 billion over two years (through FFY14).
 - Extended current law through end of FFY12
 - Most new provisions went into effect on October 1st
 - Federal gas tax extended through FFY16
- Average annual funding at FFY12 levels, plus a minor inflationary increase.
- Ensures two years of solvency for Highway Trust Fund.
- Substantial programmatic consolidation of programs and moves to a performance-based system.
 - No earmarks
 - Most discretionary programs eliminated

Consolidated Highway Formula Programs



MAP-21 Steering Committee

- Governor Gregoire convened a Steering Committee to recommend how to distribute the highway formula funds between the State and local governments.
- Committee met twice last Fall and agreed to maintain the current overall split between state and local governments (66% State / 34% Local) for the next two years, with some revisions in individual program distributions.
- Committee also agreed to policy statements regarding the treatment of federal funds.

NHPP Overview

- National Highway Performance Program (NHPP): to support the condition and performance of the NHS; expands the size of the NHS to include all principal arterials; asset management plans required; states set targets for condition and performance; penalties for failure to reach targets.
- For WA - 850 miles of locally owned principal arterials were added.
- Must have certified testers for projects located on the NHS.
- Developing national performance measures for the NHS. Three measures that apply to the NHS are pavement condition, bridge condition and system performance.
- Committee agreed to provide \$45 million for local bridges, of which approximately \$23 million from NHPP and the remaining from the Surface Transportation Program (STP).

STP Overview

- Surface Transportation Program (STP): to improve the transportation system (most flexible funding); new set-aside for off-system bridges; new program eligibilities (ferry boats, border infrastructure, SRTS); 50% sub-allocated based on population.
- Sub-allocated based on population was modified to reflect 2010 Census and applied as follows:
 - Areas Over 200,000 population
 - Areas between 5,000 population and 200,000 population (NEW)
 - Areas Less than 5,000 population
- 50% STP Any Area includes:
 - Set-aside for bridges off the federal aid system (WA – \$22.9 million).
 - Remainder split between the state and local governments to maintain 66% / 34%
- WSDOT allocates STP funds to the Metropolitan Planning Organizations (MPO) & County Lead Agencies for prioritizing and selecting projects.
- Bridge projects are selected through WSDOT based on condition.

CMAQ Overview

- Congestion Mitigation & Air Quality Improvement Program (CMAQ): to improve air quality; expands authority for transit operations and facilities serving electric or natural gas-fueled cars; new PM 2.5 areas; performance measures and targets to be established; no penalties for failing to reach targets.
- Funds distributed to five MPO maintenance areas in WA: Puget Sound (PSRC); Vancouver (RTC); Spokane (SRTC); Yakima Valley (YVCOG); and Thurston County (TRPC).
- Set-aside for PM 2.5 areas to address these type of emissions (PSRC – ~ \$1.9 million).
- Performance plan required (PSRC) to be developed and updated biennially to achieve air quality and congestion reduction targets.
- MPOs responsible for prioritizing and selecting projects.

HSIP Overview

- Highway Safety Improvement Program (HSIP): to improve highway safety; continues data-driven approach; continues requirement for Strategic Highway Safety Plan; performance measures and targets to be established; penalties for failure to reach targets.
- Set-aside for Rail-Highway Grade Crossings (WA – \$4.1 million).
- WA Steering Committee identified a set-aside for Safe Routes to School (\$1.2 million annually (1/3 of SAFETEA-LU \$3.6 million)).
- No high risk rural roads set-aside unless safety statistics worsen.
- Remaining split between State (30%) and local governments (70%) based on data-driven distribution to the top infrastructure priorities per Target Zero (WA – Strategic Highway Safety Plan).
- Local safety projects are selected through WSDOT with a focus on run-off-road and intersection-related fatal and serious injury collisions.

TAP Overview

- Transportation Alternatives Program (TAP): for most but not all former TE-eligible activities, Recreational Trails and Safe Routes to School; 50% to be sub-allocated based on population; no performance measures or targets.
- Sub-allocated to Regional Transportation Planning Organizations (RTPO) based on population to reflect 2010 Census (NEW):
 - Areas Over 200,000 population
 - Areas between 5,000 population and 200,000 population
 - Areas Less than 5,000 population
- 50% distributed at State's discretion:
 - Set-aside for Recreational Trails (WA – ~ \$1.9 million).
 - WA Steering Committee identified a set-aside for Safe Routes to School (\$2.4 million annually (2/3 of SAFETEA-LU \$3.6 million), which are selected through WSDOT.
 - Remainder provided to RTPO.
- WSDOT allocates these funds to the RTPOs for prioritizing and selecting projects.

Metropolitan Planning Overview

- Metropolitan Planning: provided to MPOs to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.
- 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.
- Metropolitan and statewide transportation planning processes are enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.
- Long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.
- TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

MAP-21 Funding in WA

Moving Ahead for Progress in the 21st Century (MAP-21)⁽¹⁾

FHWA 2013 Supplementary Tables

\$'s in million (may not add due to rounding)

	FFY 2013	Local	WSDOT
Federal Aid Highway Core Programs Apportionment			
National Highway Performance Program (NHPP)	364.31	21.86	342.45
Surface Transportation Program (STP)	167.57	124.85	42.72
Highway Safety Improvement Program (HSIP)	41.26	26.04	15.22
Congestion Mitigation and Air Quality Program (CMAQ)	35.52	35.52	-
Metropolitan Planning (MPO)	6.97	6.97	-
Subtotal Core Programs			
State Planning and Research (SPR)	12.88	-	12.88
Transportation Alternatives Program (TAP)	12.33	10.45	1.89 ⁽²⁾
Redistribution of section 164 Penalty	14.21	-	14.21
Total Washington State MAP - 21 Apportionment	655.05	225.69	429.36
		34%	66%
Total Washington State MAP - 21 Obligation Authority			
	<i>2013 OA Estimated</i>	<i>653.1</i>	<i>i</i>

(1) - Apportionment amounts reduced for the Section 164 Penalty, Statewide Planning and Research & TAP.

(2) - Apportionment set-aside for Recreational Trails.

- Reflects MAP 21 committee recommendations

MAP-21 Funding for Locals in WA

Moving Ahead for Progress in the 21st Century (MAP-21) - Local Share	
	2013
FHWA 2013 Supplementary Tables	Apportionment
\$'s in million (may not add due to rounding)	34%
Surface Transportation Program (STP)	101.71
Congestion Mitigation and Air Quality Program (CMAQ)	35.52
Bridge	45.00
National Highway Performance Program (NHPP)	21.86
Surface Transportation Program (STP)	23.14
Highway Safety Improvement Program (HSIP)	24.84
Transportation Alternatives Program (TAP)	8.05
Safe Routes to School	3.60
Highway Safety Improvement Program (HSIP)	1.20
Transportation Alternatives (TAP)	2.40
Metropolitan Planning Program	6.97
Apportionment Total	225.69
(1) - Apportionment amounts reduced for the Section 164 Penalty, SPR & TAP.	
(2) - Apportionment set-aside for Recreational Trails.	
- Reflects MAP 21 committee recommendations	

Steering Committee Policy Statements

- Freight investments and a focus on economic corridors should be a priority in the distribution of current federal funds, as well as a funding priority for the next multi-year federal surface transportation authorization bill.
- Tribal Nations should continue to have access to funding through Metropolitan and Regional Transportation Planning Organizations.
- Decisions regarding performance measures and targets will likely last beyond the two years length of MAP-21, so the current Governor should convene a group to work on the longer-term distribution of federal funds and actively work with the USDOT on the development of performance measures by FHWA.

TIGER V

- Aimed at critical high-cost capital projects.
- \$474 million available in FFY 2013, with \$120 million available for rural projects.
- Competitive grants.
- Title 23 eligible projects, including freight railroad projects & activities.
- Federal Notice released with applications due June 3, 2013.

MAP-21 Other Provisions

- New programs and policy changes took affect October 1, 2012.
- Revised Buy America – any federal funds on contract of any phase, cause application of Buy America to remaining phases of the project.
- Expanded NHS improvement projects (locally owned principal arterials), require certified testers.
- Revised bridge inspections and tunnel inspection rules.

FHWA Focus Areas

- Use FHWA funds in preliminary engineering (PE), you have just committed to building the project. FHWA can request the funds used in PE be paid back if the project is not built within a reasonable time.
- Inactive projects – projects that have not requested reimbursement within a year. FHWA has tightened the standards identified in statute and is requiring projects be closed and funds de-obligated.
- Ensuring FHWA funds are available and being utilized on the highest priority projects.

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) with input.
- States and MPOs set targets to meet the performance measures.
- 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.

MAP-21 Next Steps

- USDOT will have to undertake many rulemakings to implement bill provisions; providing 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.
- More information is available on FHWA website at:
<http://www.fhwa.dot.gov/map21/>

MPO/RTPO/County Lead Agencies

- Allocate STP, CMAQ (as applicable) and TAP funds.
- Required to establish regional priorities for their specific regional area.
- Involvement of all eligible entities in these forums is critical.
- Develop criteria, prioritize and select projects that support their regional priorities.
- Program projects in corresponding Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).
- Manage to ensure delivery of their corresponding program of projects.

Established Local Delivery Policy

- Identified a local statewide strategy to ensure annual delivery of the Local Federal Program.
- Set targets for each MPO/RTPO/County Lead Agency based on their estimated annual allocations.
- Established deadlines for delivery of the Local Federal Program.
- Identified consequences for failure to deliver the Local Federal Program that applies to everyone.
- Positions local government projects to obtain additional spending authority at the end of the FFY, if other states are unable to deliver their program.

Questions?

For more information on MAP-21 in your state, please contact your State's Department of Transportation.

For Washington:

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