

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

A Summary of New Highway and Transit Provisions



Ulster County Transportation Council
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Moving Ahead for Progress in the 21st Century (MAP-21)

Presentation Attribution

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US Senate Committee on Environment and Public Works

Moving Ahead for Progress in the 21st Century Act

- SAFETEA-LU expired on 9/30/09
- Passed by Congress on June 29, 2012; Signed by President Obama on July 6, 2012
- 27 months – July 1, 2012 to September 30, 2014
- Majority of provisions do not become effective until October 1, 2012
- Also included major non-transportation provisions

Funding Overview

MAP-21 Highway Trust Fund Contract Authority and General Fund Authorizations

(in billions)

	FFY 2013	FFY 2014
Highway Trust Fund		
Federal-Aid Highways	\$40.438	\$ 40.995
FMCSA ¹	\$ 0.561	\$ 0.572
NHTSA ²	\$ 0.670	\$ 0.680
FTA ³ Formula	\$ 8.478	\$ 8.595
General Fund		
FTA New Starts	\$ 1.907	\$ 1.907
Other	\$ 0.199	\$ 0.199
Total	\$52.253	\$ 52.948

¹FMCSA: Federal Motor Carrier Safety Administration

²NHTSA: National Highway Traffic Safety Administration

³FTA: Federal Transit Administration

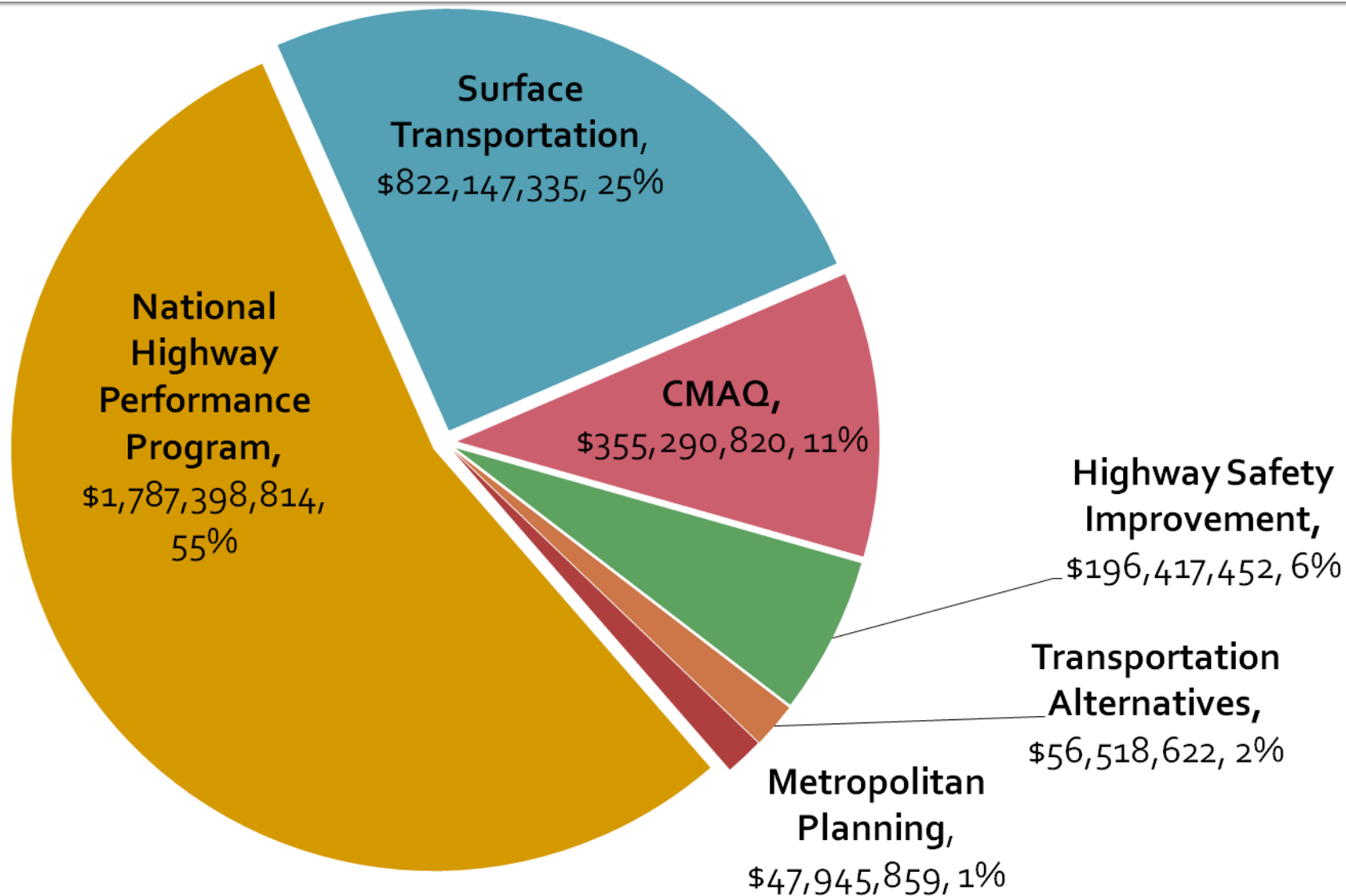
Funding

- New approach to allocation/apportionment formulas
- Requires a total of \$18.8 billion be transferred from the General Fund as part of appropriations in FFYs 2013 and 2014
- Includes a \$2.4 billion transfer from the Leaking Underground Storage Tank Trust Fund (LUSTTF) to the HTF
 - The LUSTTF is financed through motor fuel taxes
- Extends motor fuel and tire taxes through 2016 and heavy vehicle use taxes through 2017

Highway Program

- Four Core Formula Programs
 1. National Highway Performance
 2. Surface Transportation
 3. Highway Safety Improvement
 4. Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Metropolitan Planning Program (MPP)

MAP-21 Federal-Aid Highway Apportionments to New York State by Program, FFYs 2013 & 2014



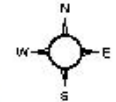
Program Consolidation

SAFETEA-LU	MAP-21
NHS, IM, & Bridge (portion)	National Highway Performance Program
STP & Bridge (portion)	Surface Transportation Program (STP)
HSIP (inc. High Risk Rural Roads)	Highway Safety Improvement Program (HSIP)
CMAQ	Congestion Mitigation & Air Quality Improvement Program (CMAQ)
TE, Recreational Trails, and Safe Routes to School	Transportation Alternatives (setaside from HNPP, STP, HSIP, CMAQ, and Metro Planning)
Metropolitan Planning	Metropolitan Planning

National Highway Performance Program (\$3.264Bil. over 2 years)

- Funds an enhanced National Highway System, combining functions of the existing NHS, IM and Bridge Programs
- Enhanced NHS includes existing NHS, all principal arterials, STRAHNET, and intermodal connectors
- Requires an asset management plan
 - States set targets for conditions and performance
- Minimum standards for Interstate & bridge conditions
 - DOT to set standard for pavement condition
 - Law sets standards for bridges – no more than 10% of deck can be structurally deficient

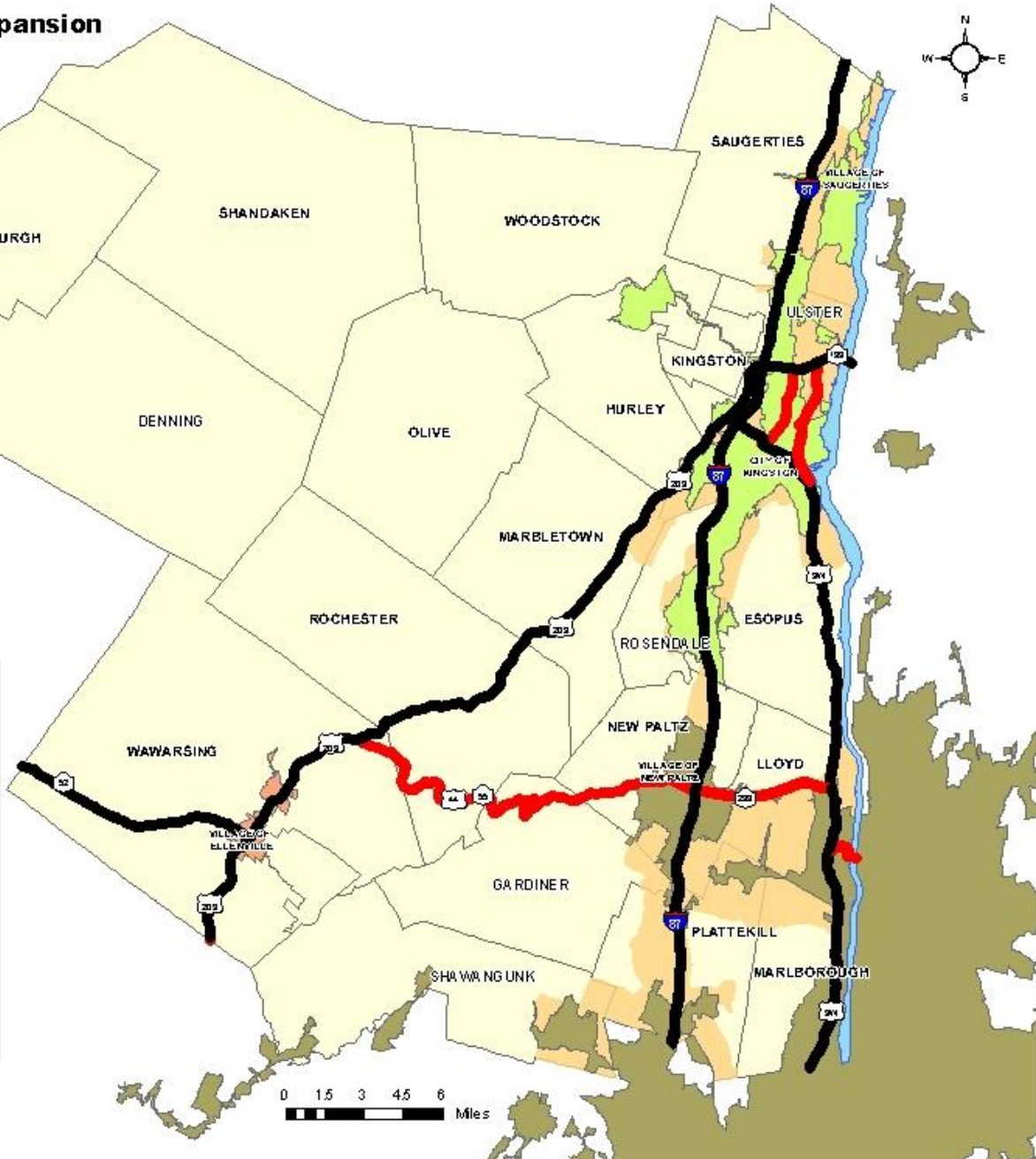
National Highway System (NHS) Expansion Principal Arterial



Prepared By
Ulster County Transportation Council
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Legend

-  Existing NHS
-  Future NHS Expansion
-  Hudson River
-  Kingston Urbanized Area 2010
-  Poughkeepsie-Newburgh Urbanized Area 2010
-  Ellenville Urban Cluster 2010
-  Urban Area 2000



Data Source: UCTC, NYSDOT, NHS, MAP-21

Surface Transportation Program

(\$822m over 2 years)

- Continued flexible funding for Federal-aid highways, plus safety and bridges on any public road
- Eligibility for transportation enhancements, rec trails, ferry boats, consolidated border infrastructure program, truck parking facilities, and safe routes to schools (no set-aside)
- Changes sub-allocated distribution based on population from 62.5% to 50% of total but because program is larger, more is distributed based on population
- Rural provisions enhanced

Highway Safety Improvement (\$196m over 2 years)

- Dramatically increases size of the existing program
- Maintains current structure; adds requirement for regular update of the strategic highway safety plan
- Keeps rail-highway grade crossing set-aside; removes high-risk rural road set-aside unless safety statistics worsen
- Secretary to establish measures and States to set targets for number of injuries and fatalities
- Strengthens link between HSIP and NHTSA programs

Congestion Mitigation & Air Quality (CMAQ) (\$355m over 2 years)

- Rescinds suballocation requirement; states have discretion for obligation regardless of location
- Does not allow for construction of new single-occupancy vehicle lanes or suballocate funds to nonattainment areas
- May be used for transit operating assistance and electric & natural gas vehicle infrastructure projects

Transportation Alternatives

(\$56m over 2 years)

- Consolidates current programs:
 - Most formerly TE-eligible activities
 - Recreational Trails Program
 - Safe Routes to School
 - Planning, designing, or constructing roadways within the ROW of former Interstate or other divided highways
- Total \$ equal to 2% of MAP-21 HW Funding
 - Effectively reduces overall funding for above programs by ~30-35%
- 50% of funds sub-allocated to MPOs for more local control; 50% State allocation can be transferred to other formula programs

Metropolitan Planning

(\$47.9m over 2 years)

- Maintains existing MPO planning requirements and boundaries
- MPOs with Transportation Management Areas must include representation by providers of public transportation
- MPOs must establish performance targets that address national performance measures in coordination with states and public transportation providers
- Long range plans and TIPs must be developed based on the performance targets

Other Notable HW Provisions

- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Projects of National and Regional Significance (TIGER)
- Tolling/pricing provisions expanded
- Emergency Relief authorized at \$100m/year
- National Freight Policy
- Performance Management

Transit Program

- Major Core Formula Programs (funded through HTF)
 1. **Urbanized Areas Grants (5307)**
\$4.40 billion in FFY 2013 & \$4.46 billion in FFY 2014
 2. **Seniors & Individuals with Disabilities Grants (5310)**
\$254.8 million in FFY 2013 & \$258.3 million in FFY 2014
 3. **Rural Area Grants (5311)**
\$599.5 million in FFY 2013 & \$607.8 million in FFY 2014
 4. **State of Good Repair Grants (5337)**
\$2.14 billion in FFY 2013 & \$2.17 billion in FFY 2014
 5. **Bus and Bus Facilities (5339)**
\$422.0 million in FFY 2013 & \$427.8 million in FFY 2014
 6. **Fast Growth/High Density Grants (5340)**
\$518.7 million in FFY 2013 & \$525.9 million in FFY 2014

Highlights of Program Changes

New

- Safety Authority (5329)
- **State of Good Repair Grants (5337)**
- Asset Management (5326)
- **Bus and Bus Facilities Formula Grants (5339)**
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants

Repealed

- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [JARC]
- New Freedom Program (5317)
- Paul Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus

Consolidated

- **Urbanized Area Formula Grants (5307)**
- **Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]**
- **Rural Area Formula Grants (5311) [JARC]**

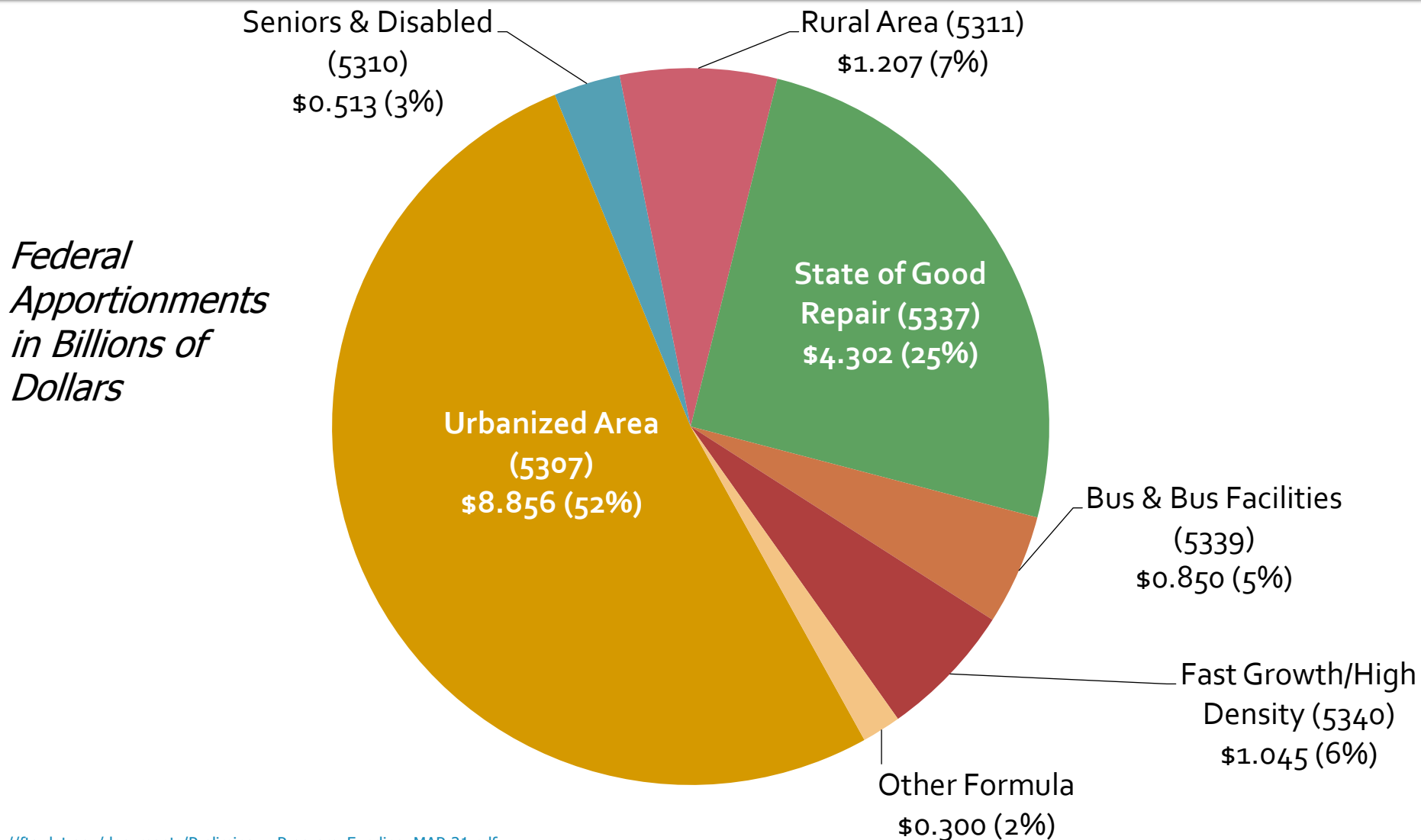
Modified

- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)

Transit Program

- Requires operators to develop Transit Asset Management Plans consistent with the National Transit Asset Management System
- Maintains requirement that 1% of annual Urbanized Area (5307) Program apportionment be used by operators for transit enhancements

MAP-21 Transit Formula Apportionments by Program, FFYs 2013 & 2014



Project Streamlining

- Expands the types of projects in the operational right-of-way that shall be designated as Categorical Exclusions (CE)
 - Projects that receive less than \$5 million in federal funds or have a total estimated cost of not more than \$30 million with federal funds comprising less than 15%
 - Highway resurfacing, restoration, rehabilitation, and reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing)
 - Highway safety or traffic operations improvement projects
 - Bridge rehabilitation, reconstruction, or replacement, or the construction of grade separated rail crossings

Project Streamlining

- Permits acquisition of real property prior to completion of NEPA provided it does not limit reasonable alternatives to be analyzed
- Sets a 180-day deadline for decisions by lead agencies on completed applications with financial penalties for failure to comply
- Shortens the statute of limitations for filing a challenge to a project from 180 days to 150 days after the record of decision
- Requires the promulgation of a rule to allow for the development of programmatic mitigation plans

National Goals and Performance Measures

- USDOT will establish national performance measures for highways and bridges by April 14, 2014 – most for Interstate and National Highway Systems
- USDOT will establish national performance measures based on the state of good repair standards for public transportation operators by October 1, 2013
- Associated performance targets will need to be set by states, public transportation operators, and MPOs and serve as the basis for planning and investments

Freight

- Establishes a national freight policy without an associated funding program
- Requires the development of a national freight strategic plan and designation of a national freight network comprised of a primary freight network, Interstates not on that network, and critical rural freight corridors
- Encourages the development of state freight plans and establishment of freight advisory committees
- Projects included in a state freight plan can have federal share increased

Conclusions...

Next Steps

- Communication Webpage:
<http://www.fhwa.dot.gov/map21>
- Refer to “Summary of Provisions” for an outline of this information
- Implementation: October 1 “phase in”
- Transitional procedures to be issued
- Follow-on guidance and regulation expected

Full Text

- http://www.rules.house.gov/Media/file/PDF_112_2/LegislativeText/CRPT-112hrpt-HR4348.pdf

Summary Document (91 pages)

- http://www.rules.house.gov/Media/file/PDF_112_2/PDF/HR4348crJES.pdf

Questions?

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