Moving Ahead for Progress in the 21st Century

MAP-21

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March 6, 2013
Agenda

• Review changes between SAFETEA-LU and MAP-21.
• Major provisions of MAP-21....but not all.
• Discuss new programs and requirements.
• Q&A
• Not enough time to cover everything in-depth.
MAP-21 Major Provisions

• Two year Act as opposed to 4-5 years.
• Continues the basic structure established by the 1991 ISTEA legislation.
• Establishes a performance and outcome based program (Performance Management).
• Reduces the number of programs, which as a byproduct...
• Eliminates most discretionary programs...
  – But keeps eligibility for most of these activities.
• Increases funding for TIFIA (innovative financing/P3).
• Expands the National Highway System (NHS).
• Establishes a National Freight Network.
• Accelerates Project Delivery.
• Funding near SAFTEA-LU levels.
• No Earmarks.
## Program Changes

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Discretionary Programs Eliminated

- Highways for LIFE Demonstration Program
- Innovative Bridge Research and Deployment
- Interstate Maintenance Discretionary
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highway Discretionary
- Rail-Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Transportation, Community, and System Preservation
- Truck Parking Pilot Program
Funding

• Funding levels similar to S-LU

• Apportionment Comparison for Indiana
  – 2012 (S-LU extension) = $923.1 million
  – 2013 (MAP 21) = $920.7 million (actual)
  – 2014 (MAP 21) = $928.6 million (estimated)

• Obligation authority ~92%
Federal Share

• “Standard” Federal Share:
  – Up to 90% on the Interstate
  – Up to 80% on all other projects

• Can be adjustments under certain programs:
  – Safety – Up to 100%
  – Freight – Up to 95%

• Funds can be transferred between apportioned programs except Metro Planning.
  – Different transferability rules apply depending on the program.
  – Usually 50%
Transportation Performance Management (TPM)

• Major focus of MAP-21.
• States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

• This is to be carried out through the following:
  – National Highway Performance Program (NHPP)
  – Highway Safety Improvement Program (HSIP)
  – Congestion Mitigation Air Quality Improvement Program (CMAQ)
  – National Freight Policy

• USDOT required to promulgate performance measures in the above four areas within 18 months of the enactment of MAP-21 (January 6, 2014)
TPM National Goals

- **Safety** — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- **Infrastructure Condition** — Maintain highway infrastructure system in a state of good repair.

- **Congestion Reduction** — Achieve a significant reduction in congestion on the NHS.

- **System Reliability** — Improve efficiency of the surface transportation system.

- **Freight Movement and Economic Vitality:**
  - Improve the national freight network;
  - Improved access for rural communities to national/international trade markets;
  - Support regional economic development.

- **Environmental Sustainability** — Enhance performance while protecting and enhancing the natural environment.

- **Reduce Project Delivery Delays:**
  - Reduce project costs;
  - Promote jobs and the economy;
  - Expedite the movement of people and goods.
National Highway System (NHS)

- NHS has been enhanced. Will include:
  - Existing NHS
  - All principal arterials
  - STRAHNET (Defense)
  - All intermodal connectors – Highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
National Highway Performance Program (NHPP)

- New program funded at $21.8 billion.
- Indiana apportionment = \(~$553\text{M}/year.\)
- Provides support for the condition and \textit{performance} of the NHS.
- Ensure construction $ are directed toward the achievement of \textit{performance} targets.
- NHPP Combines the functions of existing NHS, IM and Bridge Programs.
National Highway System: Lafayette, IN

U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- Major STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 Principal Arterials

- Census Urbanized Areas
- Department of Defense
- Water

- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station

Legend: Effective October 1, 2012
NHPP – Eligible Activities

• Development and implementation of a State Asset Management Plan for the NHS.
• Construction, 4R, preservation, operational improvements on highways;
• Bridges & Tunnels:
  – 4R
  – Protection (scour & seismic)
  – Security countermeasures
  – Inspection activities
  – Training of inspectors
• Highway Safety Improvements
• Bicycle transportation & pedestrian walkways
• Capital & operating costs for traffic & traveler info facilities;
• Infrastructure based ITS capital improvements;
• Environmental restoration, pollution abatement, & mitigation;
• Construction of publicly owned intra or intercity bus terminals servicing the NHS;
• Workforce development, training, education.
Surface Transportation Program (STP)

• To preserve and improve the conditions and **performance** on:
  – Any Federal-aid highway
  – Bridge and tunnel projects on any public road
  – Pedestrian and bicycle infrastructure
  – Transit capital projects, including intercity bus terminals

• **In general** – Projects may not be on local or rural minor collectors. **Exception:**
  – States may use up to 15% of its rural suballocation on rural minor collectors.
STP Suballocation

STP Apportionment to State

Set Aside

2% for SPR

Proportionate share of TAP Funding

50% Suballocated to Sub-State Areas Based on Population

To Urbanized Areas with Population >200,000

Urban Areas with Population of 5,001 to 200,000

Areas with Population of 5,000 or less

50% for Use in any Area of the State

Set-Aside for Off-System Bridges – NLT 15% of FY09 HBP apportionment

For Any STP Purpose

Set-Aside for Transportation Enhancements is eliminated. TE activities now funded under TAP.
STP Eligible Activities

• Just about anything.

• Some changes from S-LU that are now eligible:
  – Construction of new tunnels
  – Bridge/tunnel inspection & training
  – Electric/natural gas vehicle charging infrastructure
  – Transportation Alternatives Program (TAP) activities
  – Recreational Trails
  – Truck Parking Facilities
  – Congestion pricing projects & strategies
STP & Off-system Bridges

- Off-System Bridge Eligible Activities:
  - Replacement
  - Rehabilitation
  - Preservation
  - Protection – Including scour countermeasures, seismic retrofits, etc.
Transportation Alternatives Program (TAP)

• New program to provide for alternative transportation projects.

• Replaces funding from:
  – Transportation Enhancements;
  – Recreational Trails;
  – Safe Routes to School;
  – Historic Covered Bridges.
Transportation Alternatives Program (TAP) Suballocation

TAP Apportionment to State

Set Aside for Recreational Trails Program (Governor can opt out)

50% Suballocated to Sub-State Areas Based on Population

- To Urbanized Areas with Population >200,000
- Urban Areas with Population of 5,001 to 200,000
- Areas with Population of 5,000 or less

50% for Use in any Area of the State
TAP Eligible Activities

• Construction/planning/design of:
  – On/off road trails for pedestrians & bikes
  – Projects to provide safe routes for non-drivers including children, older adults, those with disabilities

• Rails to trails

• Community Improvement Activities:
  – Outdoor advertising control
  – Historic preservation of transportation facilities
  – Vegetation management practices
  – Archaeological activities related to projects
  – Environmental mitigation activities
    • Stormwater & pollution prevention
    • Reduce wildlife mortality
TAP Eligible Project Sponsors

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource/Public Land Agencies
- Schools/School Districts
- Tribal Governments
- Other local/regional entities the State determines to be eligible under 23 USC
Metropolitan Planning

• Changes mainly focused on *Performance Planning*
  – MPOs will select performance targets.
  – Coordinate with INDOT to ensure consistency.
  – Targets must be coordinated with public transportation providers.
  – Must establish targets NLT 180 days after INDOT establishes targets.

• Long Range Plan
  – Must include description of *measures & targets*.
  – Include *system performance report* with respect to established targets.
Metropolitan Planning (cont.)

• Transportation Improvement Plan (TIP) must describe the effect toward achieving the performance targets, i.e. linking investment priorities to those performance targets.

• Continued Metro Planning Provisions:
  – Population requirements
  – Updated plan every 4 years
  – Plan covers a 20 year horizon
  – Public involvement remains hallmark
  – TIP updated at least once every 4 years
Statewide Planning

• Like Metro Planning, strong emphasis on \textit{Performance-Based Planning:}
  – Establish a performance based approach to transportation decision making.
  – Establish performance targets.
  – INDOT to work in coordination with MPOs for consistency.
  – In non-MPO urban areas, INDOT will select targets in coordination with the providers of public transportation.
Highway Safety Improvement Program

- Requires a data-driven, strategic approach (consistent with the data-driven State Strategic Highway Safety Plan (SHSP)) to improving highway safety on all public roads that focuses on performance.
- States are to submit SHSP updates to FHWA on a regular basis.
- States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads.
- Special requirements for High Risk Rural Roads and Older Drivers.
- States will be required to report to FHWA on progress made.
Freight Provisions

• MAP-21 establishes National Freight Policy, and requires DOT to do the following:
  – Establish national freight network;
  – Develop a national freight strategic plan;
  – Report on freight conditions and performance;
  – Other provisions.

• DOT must encourage states to establish freight advisory committees and develop state freight plans.

• Freight projects identified in a state freight plan may qualify for increased federal share (up to 95% on Interstate and 90% elsewhere).
National Freight Policy

• Improve the condition and *performance* of the national freight network for the U.S. to compete in the global economy and achieve goals related to:
  – Economic competitiveness and efficiency;
  – Congestion;
  – Productivity;
  – Safety;
  – Security;
  – Infrastructure Condition;
  – Use of advanced technology;
  – Other goals......
Transportation Infrastructure Finance and Innovation Act (TIFIA)

- One tool in Innovative Financing ("P3")
- TIFIA Offers 3 credit assistance products:
  - Direct Loans – up to 49% of total cost of project
  - Lines of Credit – up to 33% of total cost of project
  - Loan Guarantees
- All designed to encourage & leverage private co-investment by providing projects with supplemental or subordinate debt.
TIFIA Assistance

• To receive assistance, project costs must equal or exceed at least one of the following:
  – $50 million;
  – $25 million for a rural infrastructure project;
  – $15 million for an ITS project.

• Must be repaid through dedicated revenue source (tolls, other user fees, etc.)

• Must be fully repaid after project’s substantial completion within 35 years.
TIFIA

• MAP -21 Continues TIFIA with greatly increased funding ($1 billion per year)
• First come, first served application and selection process
• Increases loan participation from 33% to 49%
• Strengthened credit standards – usually investment grade rating from two rating agencies
What’s Next?

• Rulemakings/guidance to be developed.
• In just 16 months MAP-21 expires.

• For more detailed information on MAP-21:
  
  http://www.fhwa.dot.gov/map21/
Fact Sheets

- Appalachian Development Highway System (PDF, 13 KB)
- Apportionment (PDF, 97 KB)
- Bridge and Tunnel Inspection (PDF, 27 KB)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) (PDF, 38 KB)
- Construction of Ferry Boats and Ferry Terminal Facilities (PDF, 20 KB)
- Emergency Relief (PDF, 23 KB)
- Federal Lands Access Program (PDF, 30 KB)
- Federal Lands Transportation Program (PDF, 33 KB)
- Federal Share (PDF, 53 KB)
- Future Strategic Highway Research Program (SHRP2) Implementation (PDF, 14 KB)
- Highway Research and Development Program (PDF, 22 KB)
- Highway Safety Improvement Program (HSIP) (PDF, 35 KB)
- Highway Trust Fund and Taxes (PDF, 33 KB)
- Highway Use Tax Evasion (PDF, 18 KB)
- Metropolitan Planning (PDF, 27 KB)
- National Highway Performance Program (NHPP) (PDF, 45 KB)
- Performance Management (PDF, 37 KB)
- Railway-Highway Crossings (PDF, 22 KB)
- Significant Freight Provisions (PDF, 33 KB)
- State Planning and Research (SP&R) (PDF, 21 KB)
- Statewide and Nonmetropolitan Transportation Planning (PDF, 25 KB)
- Surface Transportation Program (STP) (PDF, 37 KB)
- Technology and Innovation Deployment Program (PDF, 21 KB)
- Territorial and Puerto Rico Highway Program (PDF, 20 KB)
- Training and Education (PDF, 24 KB)
- Transportation Alternatives Program (TAP) (PDF, 38 KB)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) (PDF, 35 KB)
- Tribal High Priority Projects Program (PDF, 26 KB)
- Tribal Transportation Program (PDF, 50 KB)
Thank you!

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