

MAP-21

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

July 18, 2012

Overall Results for Georgia

GA (and every state) highway funding level and share of funds unchanged from FY 12:

- \$1.25 billion in apportionments
- 3.33% share

Good news: national, GA funding not decreased. Bad news, no increase nationally, to GA

Changes in law not take effect until Oct. 1

Overview of Funding

Provides authorizations for 27 months – thru end of FY 14 (9/30/14)

Authorizes a total of \$105 billion for FYs 13 + 14 for highways, transit, NHTSA, CMVSA

Temporarily keeps HTF solvent through FY 14 with \$19 billion general funds

Still great uncertainty for preparing STIP; fiscal cliff in FY 15

Overview of Funding

A total dollar level of highway funding distributed to each state for FYs 13 and 14; no formulas for each program

No new earmarks; no changes to previous earmarks

A minimum rate of return in FY 14 but has no benefit to any donor state

Core Highway Programs

National Highway Performance Program – covers the NHS (includes Interstates) and bridges thereon

Surface Transportation Program – covers all federal-aid highways and bridges on any public road

Highway Safety Improvement Program

Congestion Mitigation and Air Quality Program

Eliminates about 60 special purpose programs

Increased flexibility

FY 13 Georgia Apportionments

National Highway Performance Program – \$729 million

Surface Transportation Program – \$335 million

Highway Safety Improvement Program – \$80 million

Congestion Mitigation and Air Quality Program – \$64 million

National Highway Performance Program

Consolidates former programs for Interstate Maintenance, National Highway System and a portion of Bridges

State must develop risk-based asset management plan (GDOT is well along in developing a system)

If a state not achieve minimum Interstate pavement or bridge conditions, must spend certain amounts for those purposes (GDOT easily achieves bridge condition)

Surface Transportation Program

Continues and expands the broad eligibilities

Now must fund non-NHS bridges (continues set aside for off-system bridges)

Reduces the percentage of funds suballocated by population from 62.5% to 50%. Actual GA STP \$ suballocated estimated to be 17% lower.

Highway Safety Improvement Program

Provisions to improve data collection and analysis and data-driven strategies

Eliminates set-aside for high-risk rural roads but requires certain minimum spending on them if rural fatalities increase

Congestion Mitigation and Air Quality Program

Areas in nonattainment for PM_{2.5} must give priority to reducing those emissions, including diesel retrofits

MPOs in areas over 1 million must develop performance plan for addressing traffic congestion and mobile source emissions

Freight Projects

US DOT must develop up to 30,000-mile primary freight network and National Freight Plan

States urged to develop a State Freight Plan (like GDOT's new plan)

Incentive: US DOT-approved freight projects in a state plan receive higher federal share – 95% if on Interstate, 90% elsewhere

Transportation Alternatives

Amount reserved for Transportation Enhancements, Safe Routes to Schools, Recreational Trails, “Boulevards”

50% sub-allocated based on population and amounts to areas over 200,000 programmed by MPOs

Must use amount for Rec. Trails equal to FY 09 amount

If funds remain unused, can use for any CMAQ purpose

Sum of Georgia TE, SRS and Rec Trails in FY 12: \$43M

Transportation Alternatives in FY 13: \$33M

Other Highway Provisions

TIFIA

Greatly increases funding – from \$122 million in FY 12 to \$750 million in FY 13, \$1 billion in FY 14

Credit-worthy projects funded on a first-come, first-served basis

Tolling

Allows tolling new lanes on Interstates if keep same number of existing non-toll lanes

GDOT can toll proposed express/managed lanes

Acceleration of Project Delivery

Numerous changes intended to reduce project delivery time and costs. Key changes of interest to GDOT:

New Categorical Exclusions for projects :

- 1.) less than \$5M federal or project cost under \$30M and federal funds less than 15%
- Any project in existing right-of-way
- To repair/replace facilities damaged in declared disasters

Acceleration of Project Delivery

Intent to provide ROD within 4 years. Secretary develop plan to finish by 4 – BUT – requires the concurrence of CEQ and state participating agencies

Penalties on agencies not rendering decisions within specified deadlines

Acquire ROW with state funds/at state risk before NEPA finished

Use planning process decisions and analyses in environmental review – IF federal lead and participating agencies OK

Performance Management

US DOT rules for 1.) state NHS pavement and bridge asset management systems and 2.) ten performance measures:

NHPP: Pavement condition and performance of Interstate and of other NHS highways; condition of NHS bridges (minimum for Interstate pavement condition)

HSIP: Rates and numbers of fatalities and serious injuries

CMAQ: Traffic congestion and mobile source emissions

Freight movement on Interstate highways

States and MPOs then set targets for measures, periodically report on achievement

Planning and Programming

Metro and statewide planning must incorporate measures developed in new performance management requirements

MPO's targets for measures based on/coordinated with state and transit operators' targets

Requires metro and statewide plans and programs to report to what degree they achieve targets

MPOs in TMAs select all highway projects except those on NHS

Transit Programs

Urbanized Area and Nonurbanized Formula Programs

Maintains basic structure

Consolidated Elderly/Disabled and New Freedom

Distributes directly to areas greater than 200,000 and to states for areas under 200,000 and rural areas

State of Good Repair

Fixed guideway preservation and modernization
(MARTA receives funds)

Transit Programs

New Starts

Streamlines project development process to eliminate duplicative steps

Greater attention to TOD in new starts projects

State Safety Program

New state safety oversight requirements

Transit Programs

Apportionments

Urbanized areas – \$97M

State of Good Repair – \$42M

Nonurbanized areas – \$21M

Elderly/Disabled/New Freedom – \$6M

Performance Management

Requires asset management systems. US DOT will define “state of good repair” and adopt measures

All recipients must develop plans and targets