Moving Ahead for Progress in the 21st Century Act (MAP – 21)
An Overview
MAP-21 PASSAGE

- AFTER 10 EXTENSIONS OF SAFETEA-LU
- STRONG BIPARTISAN SUPPORT
- 27 MONTH TRANSPORTATION BILL
MAP-21 What this means for Nevada

Approximate Highway Allocations

- Fiscal Year 2012 State allocation of $351,736,836
- Fiscal Year 2013 State allocation of $351,736,836
- Fiscal Year 2014 State allocation of $354,751,258

- Transit Funding

- Metropolitan and Statewide Planning
Apportioned Programs
Program Structure

**MAP – 21**
- NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)
- SURFACE TRANSPORTATION PROGRAM (STP)
- CONGESTION MITIGATION & AIR QUALITY (CMAQ)
- HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
- METROPOLITAN PLANNING
- TRANSPORTATION ALTERNATIVES (TA)

**Former Law (SAFETEA-LU)**
- IM, NHS, & HWY BRIDGE PROGRAM
- STP & OFF-SYSTEM BRIDGE PROGRAM
- CMAQ
- HSIP (INCLUDING HIGH RISK RURAL ROADS)
- RAILWAY HIGHWAY GRADE CROSSING
- METROPOLITAN PLANNING
- TRANSPORTATION ENHANCEMENT (TE), REC. TRAILS, AND SAFE ROUTES TO SCHOOL
Highway Safety Improvement Program ($2.4B)

- Dramatically increases size of existing Program
- Maintains current structure; adds requirement for regular update of the strategic highway safety
- Keeps set-aside ($220M/year) for rail-highway grade crossings
- No high risk rural roads set-aside unless safety statistics worsen
- Secretary to establish measures and States to set targets for number of injuries and fatalities (and number per VMT)
- Strengthens link between HSIP AND NHTSA programs.
Congestion Mitigation & Air Quality Improvement Program ($2.2B)

- Continues the current program with changes
- Performance plans for large TMAs (to include air quality and congestion measures)
- States with PM 2.5 areas must use a portion of their funds to reduce PM 2.5
- Some expanded authority to use funds for transit operations
- Explicit support for installation of facilities serving electric or natural gas-fueled vehicles
- CMAQ outcomes assessment study required
Transportation Alternatives (TA) ($814m)

- Incorporates eligibilities from many programs
  - Most (but not all) formerly TE-eligible activities
  - Recreational Trails Program
  - Safe Routes to Schools Program
  - Planning, designing or constructing roadways within the ROW OF former Interstate or other divided highways

- Similar funding level to TEs under SAFETEA-LU
  - Total TA $ equal to 2% of MAP-21 highway funding
  - Funded via takedown from each State’s formula funds
  - 50% suballocated for more local control
  - 50% State allocation can be transferred to other formula programs
Other Programs/Key Provisions
PERFORMANCE MEASURES

- SAFETY
- INFRASTRUCTURE CONDITION
- CONGESTION REDUCTION
- SYSTEM RELIABILITY
- FREIGHT MOVEMENT AND ECONOMIC VITALITY
- ENVIRONMENTAL SUSTAINABILITY
- REDUCED PROJECT DELIVERY DELAYS
PERFORMANCE MEASURES

• SET BY USDOT

• USDOT COULD SEND DRAFT RULE TO OMB IN JANUARY 2013

• STAKEHOLDERS – LIMITED # OF MEASURES

• STAKEHOLDERS – RELIABLE, AFFORDABLE, AND AVAILABLE DATA

• STAKEHOLDERS - HOW WILL MEASURES AND STDS. IMPACT INVESTMENT DECISIONS
NHPP ASSET MANAGEMENT PLAN

• USDOT RULEMAKING

• USDOT SECRETARY CERTIFIES STATE PROCESS TO DEVELOP ASSET MANAGEMENT PLAN

• FED SHARE OF NHPP PROJECTS DROPS TO 65% FOR FAILURE TO DEVELOP AND IMPLEMENT A PLAN
Federal Lands Transportation Program ($300M)

- For projects that improve access within the Federal estate (e.g. national forests, national recreation areas) on infrastructure owned by the Federal government

- Combines Park Roads & Refuge Roads programs; adds new partners – Forest Service, BLM & Corps of Engineers

- Some funds reserved for National Park Service & Fish and Wildlife Service Roads; remainder awarded competitively
Transportation Planning

• Metropolitan Planning
  – Population thresholds for MPOs and TMAs unchanged
  – MPOs to establish performance targets
  – Long Range Plan incorporates other performance plans
  – TIP to be updated at least every 4 years
  – MPO serving a TMA selects all projects except those on NHS which are selected by State with MPO cooperation

• TAHOE MPO LOST MPO STATUS
Transportation Planning (cont’d)

- Statewide and nonmetropolitan planning
  - Transition to performance-based, outcome driven planning process with State setting performance targets
  - Long range plan includes report on conditions & performance of system relative to established performance measures
  - Long range plan incorporates other performance plans
Accelerating project delivery

• Any State can choose to assume specific CE designations in FHWA/NEPA regulations
• Use of construction manager/general contractor (CMCG) method of contracting
• Accelerated completion of complex projects (4 year) when State requests technical assistance
• Demonstration project for lump sum payment purchase of ROW
• Increased Federal share for some innovative
Accelerating the environmental process

- Environmental review process streamlining
  - FEIS and ROD combined in certain conditions
  - Allows for the use of planning products in the NEPA process
  - Deadlines for issue resolution, with penalties for agencies
  - Programmatic mitigation plans
Accelerating the environmental process (cont’d)

- Expanded authority for categorical exclusions
  - Multi-modal projects
  - Projects to repair roads damaged in declared emergency
  - Projects within existing operational right-of-way
  - Projects receiving limited Federal assistance
Projects of Natl. & Regional Significance ($500M in FY 13 only)

- Aimed at critical high-cost capital projects
- Maintains most of SAFETEA-LU PNRS language
  - Title 23 eligible projects, including freight railroad projects & activities
  - Competitive grants to States, tribes & transit agencies
  - No designated projects (vs. fully earmarked under SAFETEA-LU)
- Funding from General fund must still be appropriated
OTHER HIGHLIGHTS

• TIFIA PROGRAM
  – EXPANDS AVAILABILITY OF INNOVATIVE FINANCE MECHANISM
  – LEVERAGES FINANCING MECHANISMS
• TOLLING
  – EXPANDS STATE’S ABILITY TO USE TOLLING
• RESEARCH
  – MAINTAINS HIGHWAY RESEARCH PROGRAM
• FREIGHT
  – ESTABLISHES NATIONAL FREIGHT POLICY AND NATIONAL FREIGHT NETWORK
• VMT STUDIES
  – DID NOT PROVIDE FUNDING FOR VMT STUDIES
QUESTIONS?

• To learn more about FHWA formula and discretionary programs:

  www.fhwa.dot.gov

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NDOT Planning Development Process

- **Significant Project Project Submittals**
  (Enhancement/Landscape/Scenic Byways/Forest Highways etc.)

- **Workshops and Tribal Consultations**

- **Transportation Board Approval**
  October

- **Final STIP Document sent to FHWA and FTA for Approval.**
  Sent to EPA for Acceptance

- **STIP 30 Day Public Comment Period**
  (Draft STIP sent to Counties, NDOT Divisions, FHWA, EPA and FTA, STTAC, Governor's Office and NDOT Website)

- Consultation with Counties, RTC Boards, Committees and Tribal
  (NDOT DISTRICTS)

- **County Tours**
  (All Seventeen County Commissions)
  Develop DRAFT STIP

- Consultation with Counties, RTC Boards, Committees and Tribal
  (NDOT DISTRICTS)