

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

Implications for the Region

September 2012



Topics

- MAP-21 summary
- Highway Programs
- Transit Programs
- Environmental Streamlining

MAP-21 Summary

- Signed into law on July 6, 2012
- Authorizes federal funding for transportation projects and programs for FY 2013 and 2014
- Totals approximately \$52 billion each year

MAP-21 Summary

- Overall total authorization roughly at current levels - small increase in FY 2014 for inflation
- Funding split approximately 80% highway programs - 20% transit programs
- Extends the Highway Trust Fund and gas tax collections through FY 2016

MAP-21 Summary

- Apportions more dollars by formula: 93% vs. 83% under SAFETEA-LU
- Doesn't include Congressional earmarks
- Includes requirements for system management based on performance measures
- Streamlines the project-approval process

Significant Impacts to METC

- Performance-based planning and monitoring must be implemented by the Council as the MPO
- New Starts program:
 - Eliminates Alternatives Analysis (AA) and Preliminary Engineering (PE) and substitutes a new Project Development phase
 - Revised project evaluation criteria
 - Changes eligibility for BRT projects

Significant Impacts to METC

- Unclear whether new service operations (first 3 years) continue to be CMAQ eligible
- Transportation Alternatives program replaces Transportation Enhancements (and other programs) with less funding
- Increased levels of transit formula funding

Highway Programs

General Provisions

- Consolidates programs from over 100 to 6
- Total highway funding is similar but shifts occur between programs
- Focus is on highways of national significance

Highway Programs

National Highway Performance Program (NHPP)

- New program formed by consolidating the Interstate Maintenance, National Highway System and Highway Bridge programs
- National Highway System (NHS) consists of Interstates, Principal Arterials and related bridges
- Funds distributed by DOTs; MN estimate is \$365M annually compared to approximately \$290M previously

Highway Programs

Surface Transportation Program (STP)

- STP funds continue for roads not classified as local or rural minor collectors
- Transit projects continue to be eligible
- Distributed 50% by DOTs anywhere within the state and 50% based on population (down from 67%)
- Metro estimate \$38M annually compared to \$43M previously

Highway Programs

New Transportation Alternatives Program

- Consolidates Transportation Enhancements, Recreational Trails, Safe Routes to Schools programs
- Funds distributed 50% by DOTs anywhere within the state, 50% based on population
- Urbanized areas over 200,000 must establish a competitive grant program
- Metro estimate is \$4M annually compared to \$8 M previously

Multimodal Programs

Competitive Funding

- Eliminates most competitive funding such as TIGER, TIGGER, State of Good Repair programs
- Reconstitutes the Projects of National and Regional Significance program from discretionary to competitive
- Eligible projects must exceed \$500M

Metropolitan Planning

Establishes performance-based requirements and process for states and MPOs

- Long range plans and TIPs required to implement an outcome-based, performance-driven planning process
- Must track performance over time
- Holds states and MPOs accountable for improving the condition and performance of transportation assets

Metropolitan Planning

Performance Measures

- U.S. DOT responsible for establishing performance measures in four categories:
 - National Highway System (NHS)
 - Highway System Improvement Program
 - Congestion Mitigation and Air Quality (CMAQ)
 - Freight

Metropolitan Planning

Performance Measures MPO Requirements

- Establish performance targets in each of the four performance measure categories
- Adopt targets in coordination with their respective states and public transit operators
- Adopt targets within 180 days after adoption by the state or public transit operators

Transit Programs

Legislation creates new programs repeals, combines, and revises existing programs

- 5309 Fixed Guideway or New Starts program has significant changes
- New programs emphasize formula funding, safety, and state of good repair (asset preservation and management)
- FY 2013 transit authorization \$10.6B compared to \$10.5B previously

Transit Programs 5309

Retains existing New Starts and Small Starts and creates new category Core Capacity Improvement Projects

- New Starts projects defined as a new fixed-guideway capital project with a budget exceeding \$250M and federal funding exceeding \$75M
- Small Starts projects defined as a new fixed-guideway capital project with a budget less than \$250M and federal funding less than \$75M

Transit Programs 5309

New Core Capacity Improvements Projects

- Defined as a substantial capital investment in an existing fixed-guideway system that increases the capacity of a corridor by not less than 10 percent
- Corridor must be at or over capacity or projected to be at or over capacity within next 5 years

Transit Programs 5309

BRT definition modified

- BRT New Starts projects

- Operate in a separated right-of-way dedicated for public transportation use during peak periods
- Include features that emulate rail services

- BRT Small Starts

- Does not specify operation in a dedicated right-of-way
- Defined as a corridor based project with features that emulate rail service

Transit Programs 5309

Streamlines application steps to enter New Starts process

- Project sponsor submits a letter to FTA describing the project and requesting entry into Project Development
- Concurrently, the project sponsor initiates activities required under the National Environmental Policy Act (NEPA)
- FTA is required to respond in 45 days

Transit Programs 5309

Streamlines application steps to enter New Starts process

- Project sponsor shall develop sufficient information to enable FTA to make findings of project justification
- Within two years of FTA approval to enter Project Development, all activities necessary to obtain a project rating must be complete
- Project sponsor subsequently applies to enter Engineering phase

Transit Programs 5309

Alters cost-effectiveness criterion for project approval or advancement

- Six statutory criteria:
 - Mobility improvements
 - Environmental benefits
 - Congestion relief
 - Economic development effects
 - Land use policies that support public transportation
 - Cost effectiveness measured by cost per rider

Transit Programs 5309

Defines a Program of Interrelated Projects (PoP) as simultaneous development of...

- two or more Fixed Guideway Capital Projects
- two or more Core Capacity Improvement Projects or
- one or more Fixed Guideway Capital Projects and one or more Core Capacity Improvement Projects.

Transit Programs 5309

PoP provisions:

- Non-federal funds committed to a project may be used as federal match for any other project within the PoP
- Federally funded project within PoP follows New Starts rating and project advancement process
- FTA evaluates and rates all projects in the PoP as one application, including non-Federally funded projects

Transit Programs 5309

Other Provisions

- Expands use of warrants to speed up approval process
- Retains parameters of Full Funding Grant Agreement
- Shortens the Congressional review period
- Establishes new pilot program for expedited project delivery

National Federal Transit Formula Funding Levels

	2012	2013	2014
5307 Urbanized Area Subtotal	4,160,365,000	4,397,950,000	4,458,650,000
5309 Fixed Guideway Modernization	1,666,500,000	0	0
5309 Bus & Bus Facilities	984,000,000	0	0
5310 Elderly & Disabled	133,500,000	254,800,000	258,300,000
5316 JARC	164,500,000	0	0
5317 New Freedom	92,500,000	0	0
5337 State of Good Repair	0	2,136,300,000	2,165,900,000
5339 Alternative Analysis	25,000,000	0	0
5339 Bus and Bus Facilities	0	422,000,000	427,800,000
TOTAL	7,226,365,000	7,211,050,000	7,310,650,000
Metropolitan Council	69,014,069	70,197,003	70,895,205

Transit Programs 5307

5307 remains as the major transit formula funding program

- Council estimated to receive \$54.5M annually compared to previous \$54.2M
- Allowable uses include transit capital and preventive maintenance
- Job Access Reverse Commute (JARC) program repealed; JARC activities now allowable under 5307 funding; does not require solicitation

Transit Programs 5310

Elderly & Disabled Formula Funding

- 5310 funds distributed to MnDOT
- New Freedom program (5317) repealed and rolled into 5310 formula funding
- Not known if Council will receive 5310 funding through MnDOT

Transit Programs 5337

New State of Good Repair Program

- Replaces previous 5309 fixed guideway modernization formula funding
- Two categories of funding:
 - High Intensity Fixed Guideway formula for rail and BRT on exclusive guideways
 - High Intensity Motorbus formula for buses that run in HOV lanes or shoulders
- Council funding estimate is \$11.3 M annually

Transit Programs 5339

5339 Bus and Bus Facilities Formula Funding

- Replaces the previous 5309 Bus and Bus Facilities discretionary award program
- Formula program, not discretionary
- Allocation based on population, density, revenue hours
- Council funding estimate \$4.3M annually

Environmental Streamlining

Acceleration of Project Delivery

- Contains provisions to accelerate project delivery and streamline environmental reviews
- Provides authority to purchase rights-of-way in advance of completing NEPA review



Environmental Streamlining

- Provides up to 100% share for projects with innovative project delivery methods.
- Provides for a process of “accelerated issue resolution and referral” in NEPA review.
- Strongly encourages the completion of EIS documents within four years.
- Widens the class of projects that qualify as “categorical exclusions” (CEs)



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