



Welcome to the

MAP  **21**

Moving Ahead for Progress in the 21st Century

Florida Webinar

The Webinar will start at 2:00 pm EST



MAP-21: What It Means for Florida

AGENDA

PART I: 10:00 am to 11:30 am EST

- ◆ Welcome and Opening Comments: Brian Blanchard
- ◆ Program Structure/Performance David Lee
- ◆ Funding and Finance James Jobe
- ◆ Safety Joe Santos
- ◆ Freight Juan Flores

PART II: 2:00 pm to 3:30 pm EST

- ◆ Welcome and Remarks Brian Peters
- ◆ Highways Tom Byron
- ◆ Transit Ed Coven
- ◆ Project Delivery Marjorie Bixby
- ◆ Planning Kathleen Neill

MAP-21: What It Means for Florida

Rusty Ennemoser
Moderator

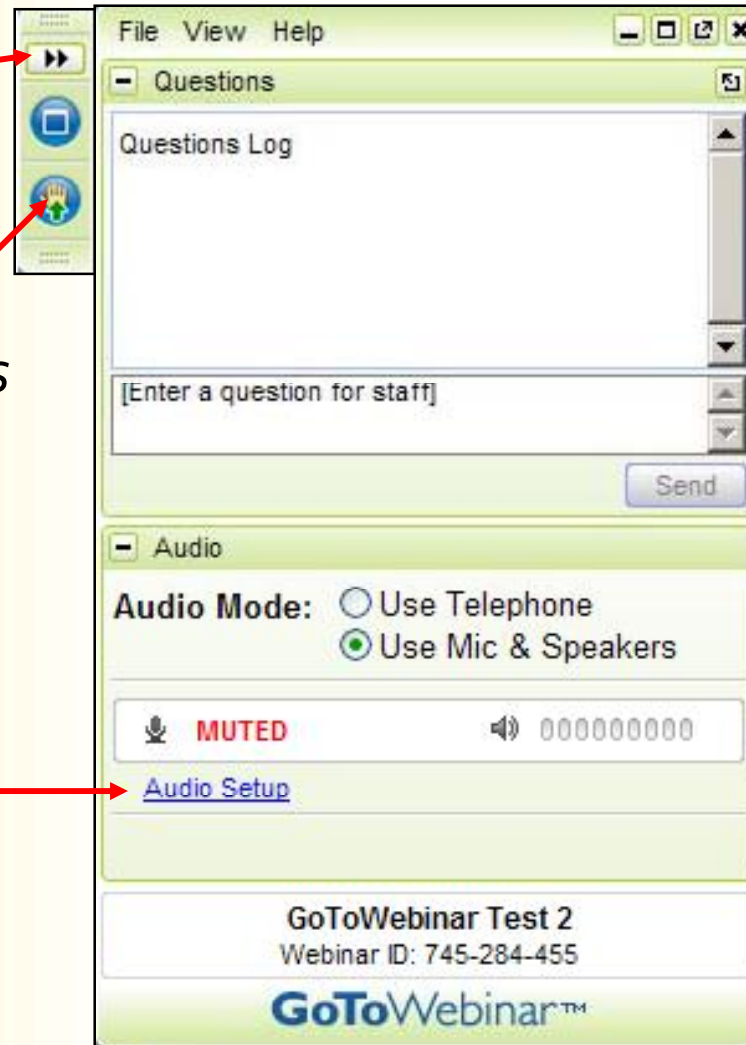


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MAP-21: What It Means for Florida



Brian Peters
Assistant Secretary for
Finance and Administration

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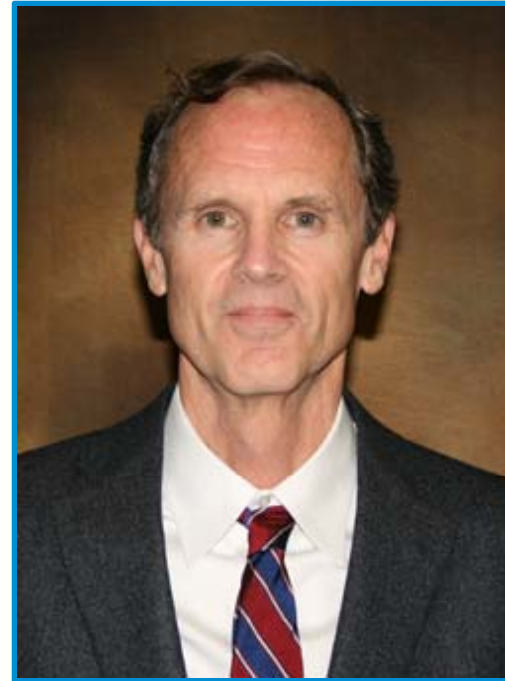
- ◆ Complements “Florida Transportation Vision for the 21st Century”
- ◆ Consolidates programs
- ◆ Avoids project earmarks
- ◆ Provides finance options – Tolling, TIFIA
- ◆ Speeds up project delivery
- ◆ Includes freight emphasis

MAP-21: What It Means for Florida

- ◆ Highways
- ◆ Transit
- ◆ Project Delivery
- ◆ Planning

MAP-21: What It Means for Florida

Tom Byron
Chief Engineer



Highways

- ◆ National Highway Performance Program
- ◆ Redefined National Highway System (NHS)
- ◆ Asset Management Plan
- ◆ Minimum pavement and bridge conditions

National Highway Performance Program

◆ Purpose:

- ✓ Provide support for the condition and performance of the NHS
- ✓ Provide for construction of new NHS facilities
- ✓ Ensure that federal-aid investments in highway construction support progress toward achievement of performance targets in State's Asset Management Plan for the NHS

National Highway Performance Program

◆ Eligible Projects

- ✓ Part of a program of projects
- ✓ Consistent with statewide and metropolitan plans
- ✓ Construction, reconstruction, resurfacing, restoration, rehabilitation, replacement, preservation, operational improvements, protection, inspection and evaluation of highway segments, bridges, tunnels, assets
- ✓ Bicycle and pedestrian walkways
- ✓ Safety improvements

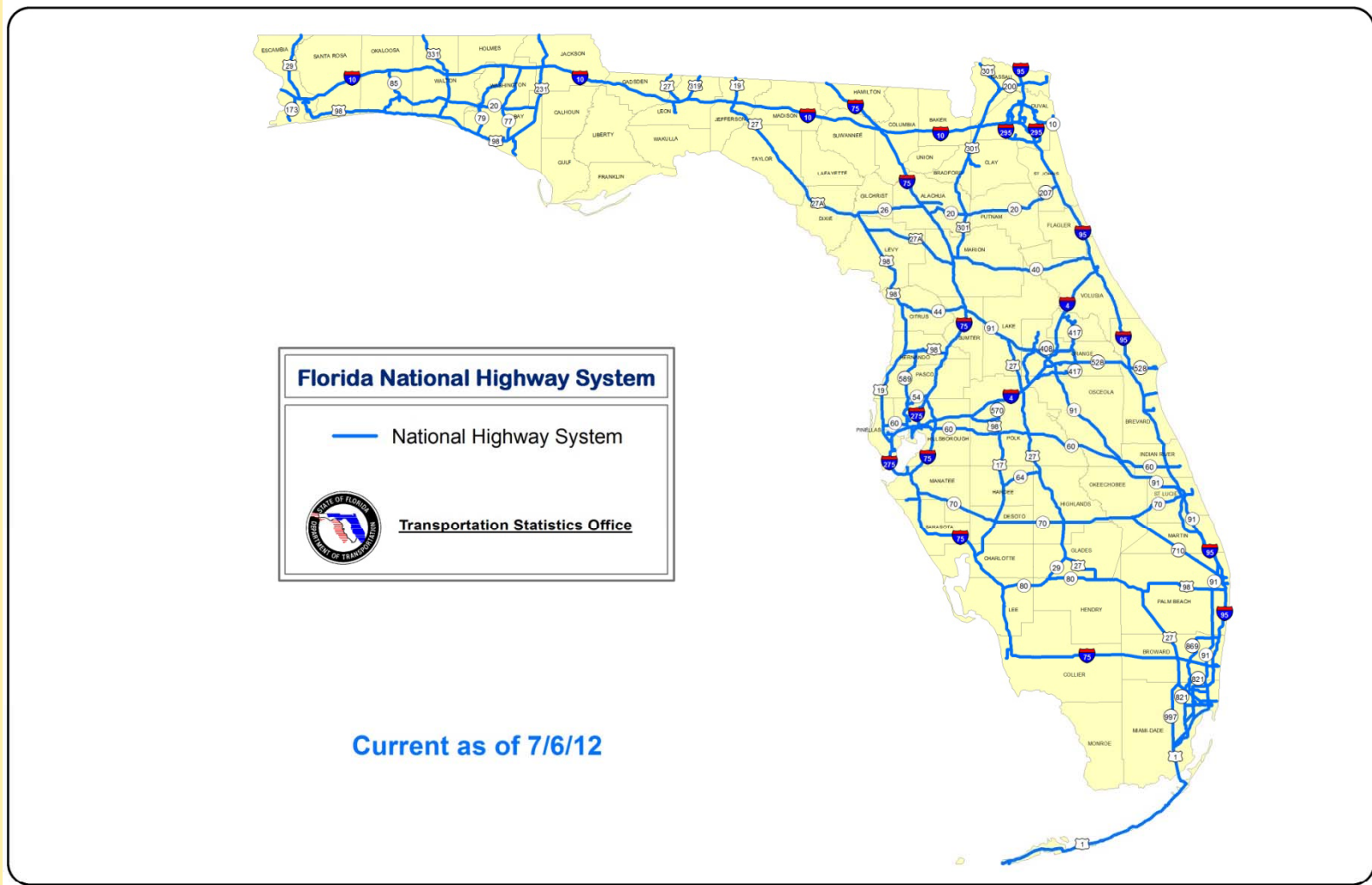
National Highway Performance Program

- ◆ Eligible Projects (continued)
 - ✓ Traffic and traveler information
 - ✓ Asset management plan
 - ✓ Intelligent transportation systems
 - ✓ Environmental restoration
 - ✓ Weed control and establishment of native species
 - ✓ Environmental mitigation
 - ✓ Intracity or intercity bus terminals serving the NHS

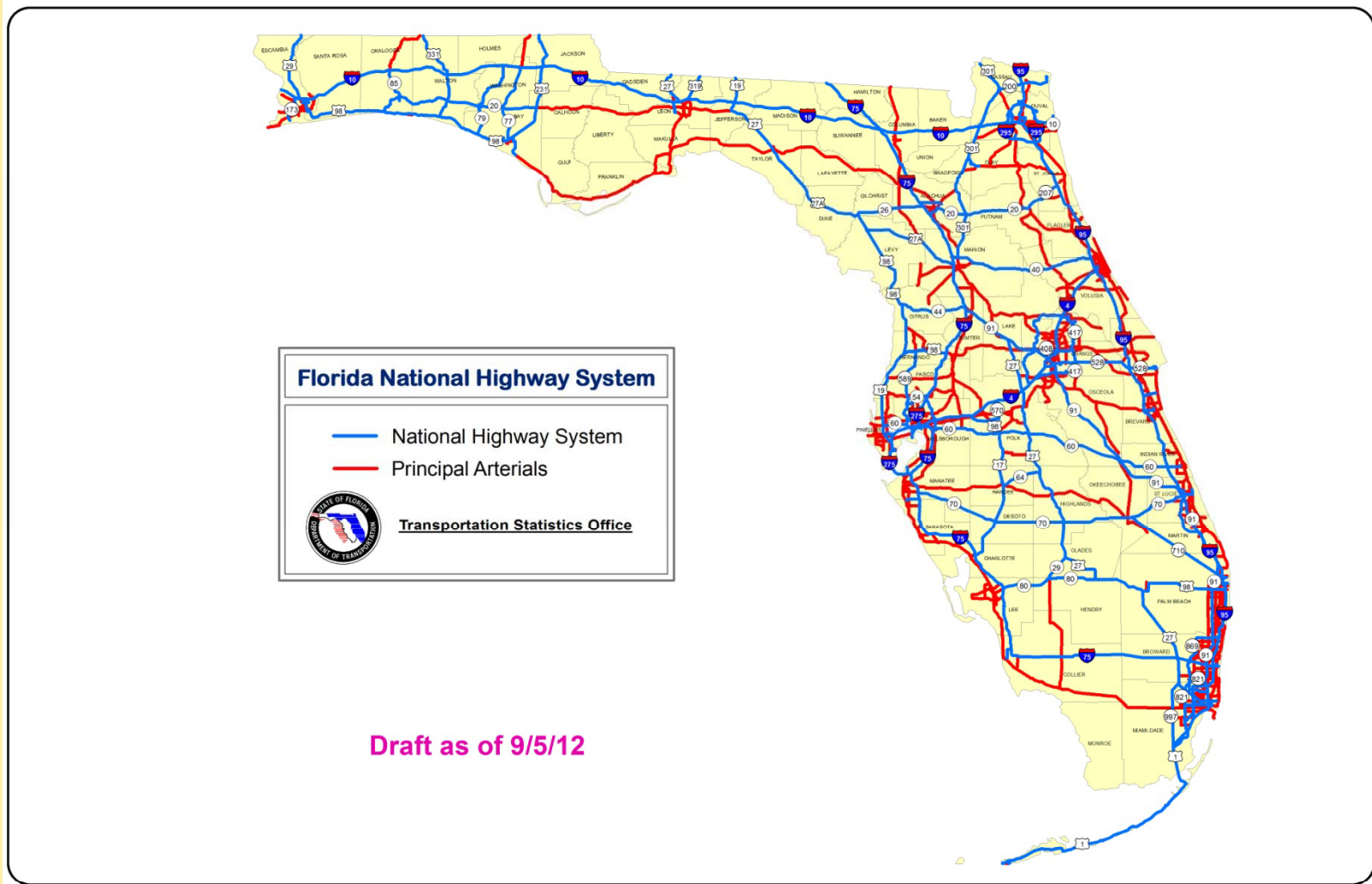
Redefined National Highway System

- ◆ Components of the NHS
 - ✓ Existing NHS
 - ✓ Other principal arterial routes not included on the existing NHS
 - ✓ Intermodal connector highways, not on the existing NHS, that provide access between NHS arterial routes and a major intermodal transportation facility
 - ✓ The network of highways important to U.S. defense (STRAHNET)
 - ✓ Connector highways that provide access between major military installations and the STRAHNET

Redefined National Highway System



Redefined National Highway System



Asset Management Plan

- ◆ State must develop Asset Management Plan
 - ✓ To preserve and improve condition of the NHS
 - ✓ Must be risk-based, performance-based

- ◆ Plan must include at least
 - ✓ Listing and condition of NHS pavements and bridges
 - ✓ Asset management objectives and measures
 - ✓ Performance gap identification
 - ✓ Lifecycle cost and risk management analysis
 - ✓ Financial plan
 - ✓ Investment strategies

Asset Management Plan

- ◆ Plan development process and schedule
 - ✓ USDOT to establish plan development process by rule
 - ✓ State submits request for USDOT certification of plan development process
 - ✓ If USDOT determines State has not developed and implemented a plan by 2nd fiscal year after USDOT rule, federal match ratio will be 65% for that fiscal year
 - ✓ USDOT conducts recertification of process at least every 4 years
- ◆ Performance Achievement:
 - ✓ If State does not make progress toward achieving performance targets for 2 consecutive reports, must describe actions to achieve targets in next report

Minimum Pavement & Bridge Conditions

◆ Interstate pavement condition

- ✓ USDOT to establish minimum condition level
- ✓ If State falls below minimum level for 2 reporting periods, the State must use:
 - NHPP funds equal to the 2009 Interstate Maintenance (IM) funding, increasing 2% per year
 - “Any area” STP funds equal to 10% of 2009 Interstate Maintenance (IM) funding

to improve Interstate pavement condition until the minimum condition is met

Minimum Pavement & Bridge Conditions

- ◆ NHS bridge condition
 - ✓ Minimum condition: 10% or less of total deck area of NHS bridges classified as structurally deficient
 - ✓ If USDOT determines that the minimum condition is not met for a 3-year period, the State must use:
 - NHPP funds equal to the 50% of 2009 Highway Bridge Program fundingto improve NHS bridge condition until the minimum condition is met
- ◆ Bridge and tunnel inspection standards
 - ✓ USDOT to establish standards for safety, serviceability
 - ✓ If State is in noncompliance, NHPP and STP funds must be used to correct the noncompliance

Questions

How many miles will be added to the expanded National Highway System that aren't already on the State Highway System?

Questions

What are some exceptions for using NHPP funds on non-NHS facilities?

Questions

What will FDOT propose to add to the NHS?

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Ed Coven
State Transit Manager



Transit Formula Programs

Urbanized Area Formula Program (5307)

- ◆ Areas with populations < 200,000 can use grants for operating assistance (current law)
- ◆ Areas with populations > 200,000 and 75 or fewer buses can use 75% of apportionment for operating assistance (new)
- ◆ Areas with populations > 200,000 and 76-100 buses can use 50% of apportionment for operating assistance (new)

Transit Formula Programs

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

- ◆ Incorporates activities of New Freedom Program
- ◆ State is no longer designated recipient for all funding
- ◆ Funding is apportioned as follows:
 - ✓ 60% to areas > 200,000 population
 - ✓ 20% to areas 50,000 to 200,000 population*
 - ✓ 20% to rural areas under 50,000 population*

* State administered

Transit Formula Programs

Nonurbanized Area Formula Program (5311)

- ◆ Job Access and Reverse Commute (JARC) projects eligible
- ◆ Funding increases from \$465 million in FFY2012 to \$600 million in FFY2013 and \$608 in FFY2014

Transit Formula Programs

State of Good Repair (5337)

- ◆ Replaces Fixed Guideway Modernization

Bus and Bus Facilities (5339)

- ◆ Becomes a formula program, \$518.7 million available in FFY 2013
- ◆ \$65.5 million to states/territories, with Florida receiving \$1.25 million
- ◆ Remaining \$453.2 million distributed by formula

Transit Programs

Fixed Guideway Capital Investment Grants (5309)

- ◆ Solely new starts rail with limited rapid transit component
- ◆ Projects of less than \$75 million federal assistance and less than \$250 million net capital are classified as small starts
- ◆ New reporting requirements, selection criteria and more

Transit Programs – New

- ◆ Public Transportation Emergency Relief Program (5324)
- ◆ Transit Asset Management (5326)
- ◆ Public Transportation Safety Program (5329)
 - ✓ Expands state safety requirements beyond just fixed guideway oversight
 - ✓ FDOT has long had a bus safety program prescribed in Florida Statutes
- ◆ Pilot Program for Transit-Oriented Development Planning

Private Sector Participation

- ◆ MAP-21 includes section on private sector participation to:
 - ✓ Better coordinate services provided by public and private sectors
 - ✓ Promote more effective use of private sector expertise, financing, and operational capacity to deliver projects; and
 - ✓ Promote better understanding of public-private partnerships affecting public transportation

Questions

When do these MAP-21 transit changes take effect?
Does it apply to the recent transit appropriations?

Questions

Section 5310 has always been a state managed program providing vehicles for nonprofit agencies serving the elderly and disabled.

Now most funds will be going directly to the urbanized areas to administer.

Can the MPOs or transit agencies ask the state to continue to manage the program for their area?

Questions

What transit systems in Florida will now be able to use some of their formula dollars for operating, which couldn't before?

Questions

Now that Bus and Bus Facilities has become a formula program, how will transit agencies fund their large one-time needs for terminals and maintenance or administration facilities?

MAP-21: What It Means for Florida

Marjorie Bixby
Manager, Environmental
Management Office



Emphasis on Project Delivery

- ◆ Declaration of Policy and Project Delivery Initiative
- ◆ Encourages innovative approaches
- ◆ Advancing best practices
- ◆ Expedited Project Delivery Policy
- ◆ Mandates cooperation of all Federal agencies
- ◆ Programmatic approaches

Accelerated Project Delivery

- ◆ Expanded flexibility to undertake activities prior to completion of NEPA
- ◆ Expanded delegation
- ◆ Strengthens Planning and Environmental Linkages
- ◆ Support for Innovative and Programmatic Approaches
- ◆ Clarifies and simplifies the use of categorical exclusions
- ◆ Further process reforms

Implementing Accelerated Project Delivery

- ◆ Expands eligibility for advance acquisition of real property interests (right-of-way)
- ◆ Provides flexibility in various contracting mechanisms; examples:
 - ✓ RFP prior to NEPA complete
 - ✓ Allows use of construction manager or general contractor

Accelerated Decision Making

- ◆ Designation of lead federal agency for multimodal projects
- ◆ New process for issue resolution and referral
- ◆ Provision for financial penalty to environmental regulatory agencies for project delay

Agency Roles and Responsibilities

- ◆ Re-emphasizes the role of the lead agency
- ◆ Clarifies role of Participating and Cooperating Agencies
- ◆ Provides for technical assistance by the lead federal agency for EIS projects for which at least two years have elapsed without the issuance of a Record of Decision

Linking Planning and NEPA

- ◆ Enhanced integration of Planning and NEPA
 - ✓ Clarification of planning decisions that can be advanced to NEPA; examples:
 - Tolling or other special financial measures needed
 - Mode choice
 - Basic description of environmental setting
 - ✓ Sets conditions for adoption of “Planning Products”; examples:
 - Planning Product developed pursuant to federal law and engaged appropriate federal, state and tribal agencies
 - No significant new information or circumstance likely to affect the validity of the Planning Product
 - Planning Product approved not later than 5 years from adoption

Programmatic Mitigation Plans

- ◆ Clarifies consideration of mitigation during transportation plan development
- ◆ Provides for the development of programmatic mitigation plans
 - ✓ Allowed in statewide or metropolitan planning processes
 - ✓ May encompass single or multiple environmental resources
 - ✓ Mitigation plan content specified

Categorical Exclusions (CEs)

- ◆ Multimodal projects
- ◆ Road or bridge damage in declared disasters (Emergency Relief Program)
- ◆ Projects within existing operational right of way
- ◆ Projects using limited federal funding and meeting certain current requirements
 - ✓ Less than \$5 million FHWA funds, or
 - ✓ Total project cost less than \$30 million, and less than 15% federal funds
- ◆ Rulemaking by USDOT required to designate new CEs

Other provisions

- ◆ Allows for the combining of the FEIS and Record of Decision under certain conditions
- ◆ Sets forth requirements for early agency coordination activities, including the potential early elimination of issues from consideration

Questions

MAP-21 takes various steps towards expediting project delivery. When SAFETEA-LU was implemented, final federal guidance appeared some months after its approval and implementation date. When can we expect to see the application of the provisions in Florida?

Questions

MAP-21 expands the ability for states to assume greater NEPA delegation. Will FDOT be exploring these options?

Questions

MAP-21 has provisions impacting regulatory and resource agencies, which the FDOT has established relationships with through ETDM. How will the implementation of MAP-21 affect this?

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Kathleen Neill
Director
Office of Policy Planning



Planning

- ◆ Statewide, Metropolitan, and Nonmetropolitan Planning
- ◆ Performance-based approach
- ◆ No other major changes

Performance-Based Approach: States and MPOs

- ◆ Establish performance-based approach to support national goals
- ◆ USDOT will establish national performance measures
- ◆ States and MPOs: set performance targets
- ◆ Show progress in achieving performance targets in long range transportation plans, TIPs and STIPs
- ◆ USDOT will evaluate:
 - ✓ Effectiveness of performance-based planning
 - ✓ Progress toward achieving targets

Other Metropolitan Planning Changes

- ◆ For transportation management areas (TMAs), MPOs must include representation by providers of public transportation
- ◆ Integrate into MPO planning process: goals, objectives, measures, and targets in state and public transportation provider plans and processes
- ◆ Add identification of “nonmotorized transportation facilities” in long range plan
- ◆ Optional scenario development

Other Statewide Planning Changes

- ◆ Performance-based approach:
 - ✓ Integrate into statewide planning process: goals, objectives, measures, and targets in other state transportation plans and processes
 - ✓ USDOT evaluation to include state progress towards achieving targets, appropriateness of performance targets
- ◆ Optional “Regional Transportation Planning Organizations” in nonmetropolitan areas

Questions

What will the USDOT performance measures cover?

Questions

Does FDOT plan to designate “Regional Transportation Planning Organizations” in nonmetropolitan areas?

Questions

Will FDOT continue to emphasize regional planning and decision making in metropolitan areas?

Questions

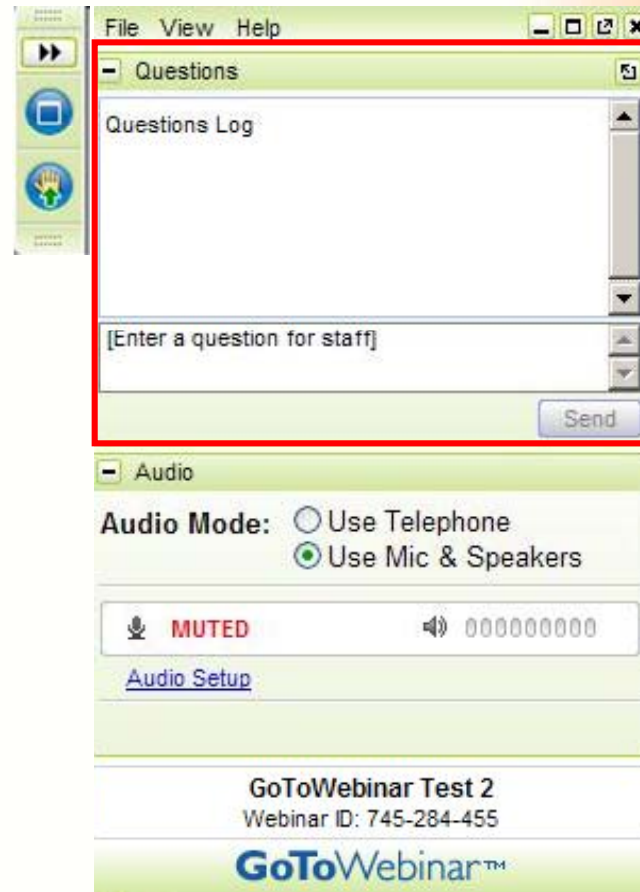
Will FDOT assist MPOs develop a “competitive selection process” for Transportation Alternatives funding?

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Rusty Ennemoser
Moderator



Questions and Answers



More Information



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

About

H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was passed in the Congress on June 29, 2012 and signed into law by the President on July 6. The bill extends federal highway and transit funding through federal fiscal year 2014. This page will be used to provide information on MAP-21 and Florida's implementation. There will be updates when further information becomes available.



MAP-21

- [H.R. 4348 Enrolled Bill - Final as Passed Both House and Senate](#) (in PDF format)
- [Conference Report, H.Rept. 112-557](#) (in PDF format)

Summaries

- [House-Senate Joint Explanatory Statement](#) including a summary of the bill (in PDF format)
- [Summary of estimated funding and other key issues affecting Florida](#) (in PDF format)
- [Summary of transit provisions](#) (in PDF format)
- [Federal Highway Administration](#)
- [Funding Tables, Federal Highway Administration](#)

Press Releases

- [House Committee on Transportation and Infrastructure, June 29, 2012](#)
- [Senate Committee on Environment and Public Works, June 29, 2012](#)
- [U.S. Secretary of Transportation Blog, July 2, 2012](#)
- [American Association of State Highway and Transportation Officials June 29, 2012](#)

For further information contact [David Lee](#) or phone (850) 414-4802
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Next Steps

- ◆ Recording will be posted at MAP-21-FL.com
- ◆ Questions and answers will be posted at MAP-21-FL.com
- ◆ You will receive a follow-up survey by email

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Thank you!!