

**MOVING AHEAD FOR PROGRESS
IN THE 21ST CENTURY (MAP-21)**

AND

ODOT FUNDING PROGRAMS

AMATS ANNUAL MEETING - OCTOBER 12TH 2012

MAP-21 Highlights

- Signed by President into P.L. 112-141 - July 6, 2012
- Authorizes \$105 B for FFY 2013 and 2014
- Transforms policy & programmatic framework
 - Creates streamlining measures / program consolidation
 - Creates performance-based approach / measures
 - Expands the National Highway System (NHS) to principal arterials not previously incorporated.

MAP-21 Highlights



National Goals under MAP-21

Focus the Federal-aid program on the following goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

MAP-21 Highlights

YEAR	APPORTIONMENT	LEGISLATION
2011	\$1,390,981,000	SAFETEA-LU 2009 LEVEL
2012	\$1,298,370,814	MAP-21 EST APPORTIONMENT

Ohio Summary of Funding		
FY 2012 Estimated Apportionments	FY 2013 Estimated Apportionments	FY 2014 Estimated Apportionments
\$1,298,370,814	\$1,298,370,814	\$1,309,497,990

2013 & 2014 Apportionments per Core Program						
Year	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Transportation Alternatives
2013	\$743,787,447	\$342,118,873	\$81,734,884	\$92,087,596	\$11,028,128	\$27,613,886
2014	\$750,077,672	\$345,012,179	\$82,426,118	\$92,866,383	\$11,121,394	\$27,994,244

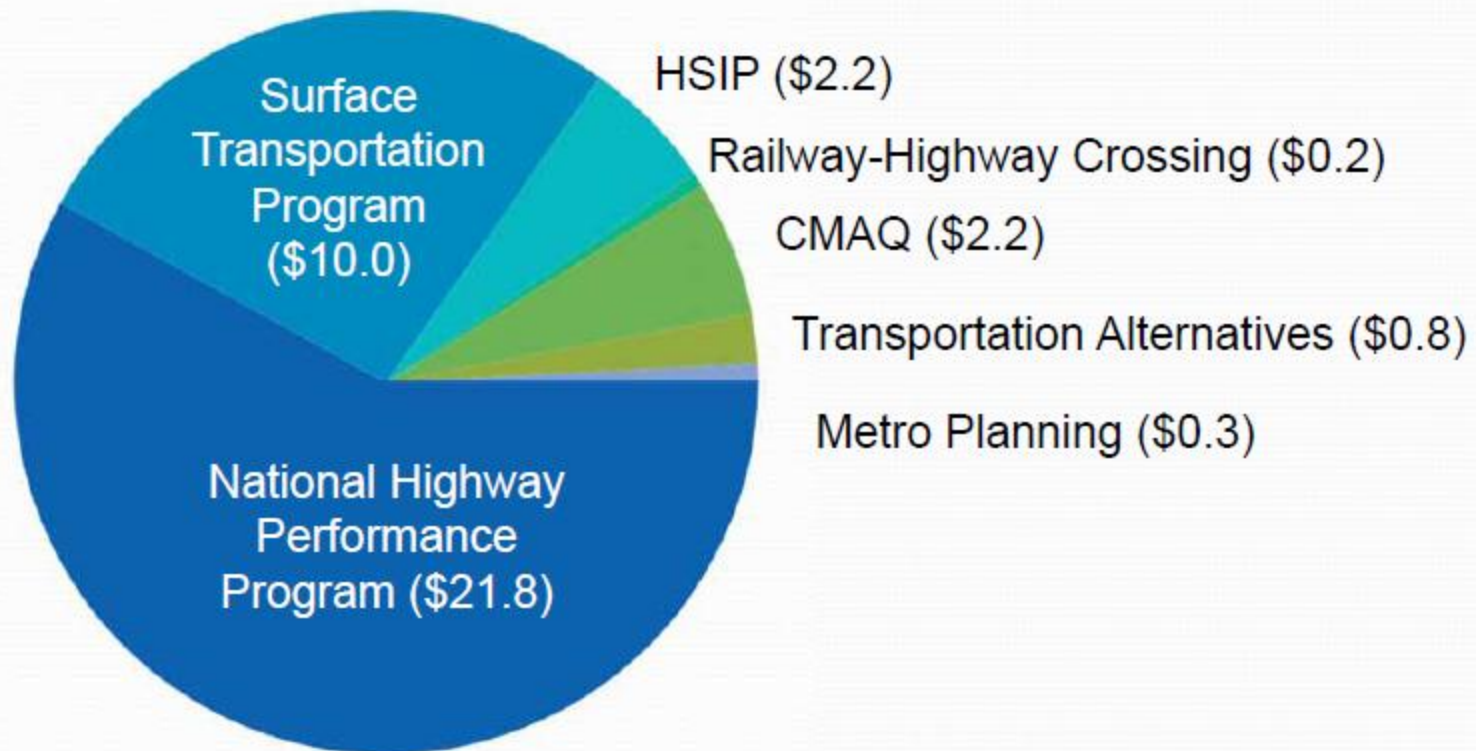
MAP-21 Core Funding Programs

New programs and consolidation of old programs

MAP-21	Current Law
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (portion)
Surface Transportation Program (STP)	STP & Bridge (portion)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing <i>(takedown from HSIP)</i>	Railway Highway Grade Crossing
Metropolitan Planning	Metropolitan Planning
Transportation Alternatives <i>(setaside from NHPP, STP, HSIP, CMAQ, and Metro Planning)</i>	TE, Recreational Trails, and Safe Routes to School

MAP-21 Program Structure

\$37.7 billion/year in formula funding



Note: Amounts in \$ billions; individual program amounts do not add exactly to total due to rounding

MAP-21 Highlights

- Eliminates most FHWA Discretionary Programs –
 - TIGER
 - Ferry Boats Discretionary
 - Highways for Life
 - Innovative Bridge Research and Deployment
 - Interstate Maintenance
 - Nationals Historic Covered Bridge
 - National Scenic Byways
 - Public Lands Highway
 - Transportation, Community & System Preservation

MAP-21 Highlights

National Highway Performance Program

- Funds an enhanced National Highway System, combining functions of the existing NHS, IM and Bridge Programs
- Enhanced NHS includes existing NHS, all principal arterials, STRAHNET, and intermodal connectors
- Requires a asset management plan with non-implementation penalty - 80% to 65% share
- States set targets for conditions and performance
- US DOT developed Performance Measures for system conditions

MAP-21 Highlights

Surface Transportation Program

- Continues broad eligibility of current STP program
- 10% Transportation Enhancements requirement eliminated, Transportation Alternatives eligibility added
- Requires 15% minimum expenditure on bridges off the Federal-aid system
- Maintains Rural Minor Collector Provision
- Maintains Off-System Bridge Program (ODOT Credit Bridge)

MAP-21 Highlights

Highway Safety Improvement Program (HSIP)

- Maintains current structure, adds requirement for update of the strategic highway safety plan
- Doubles the amount of funding from SAFETEA-LU
- No high-risk rural roads set aside unless fatality rate on those roadways increases
- US DOT to establish measures and states to set targets for number of injuries and fatalities per VMT
- Keeps set aside for rail-highway grade crossings

MAP-21 Highlights

Congestion Mitigation & Air Quality (CMAQ) Program

- Retains most of its current structure
- State with PM 2.5 areas must use portion of funds to address PM 2.5 emissions – including diesel retrofits
- MPOs 1 million and above must develop and maintain biennial performance plan to achieve air quality
- CMAQ outcomes assessment study required
- US DOT to establish measures for States to use to assess congestion and on-road mobile source emissions

MAP-21 Highlights

Congestion Mitigation & Air Quality (CMAQ) Program

- CMAQ funds may be used to establish facilities that serve electric vehicle charging or natural gas vehicle refueling
- Retains current law prohibition on construction of single-occupancy vehicle lanes
- No longer 100% Federal share (back to 80/20), unless qualifying safety / Ride Share improvement

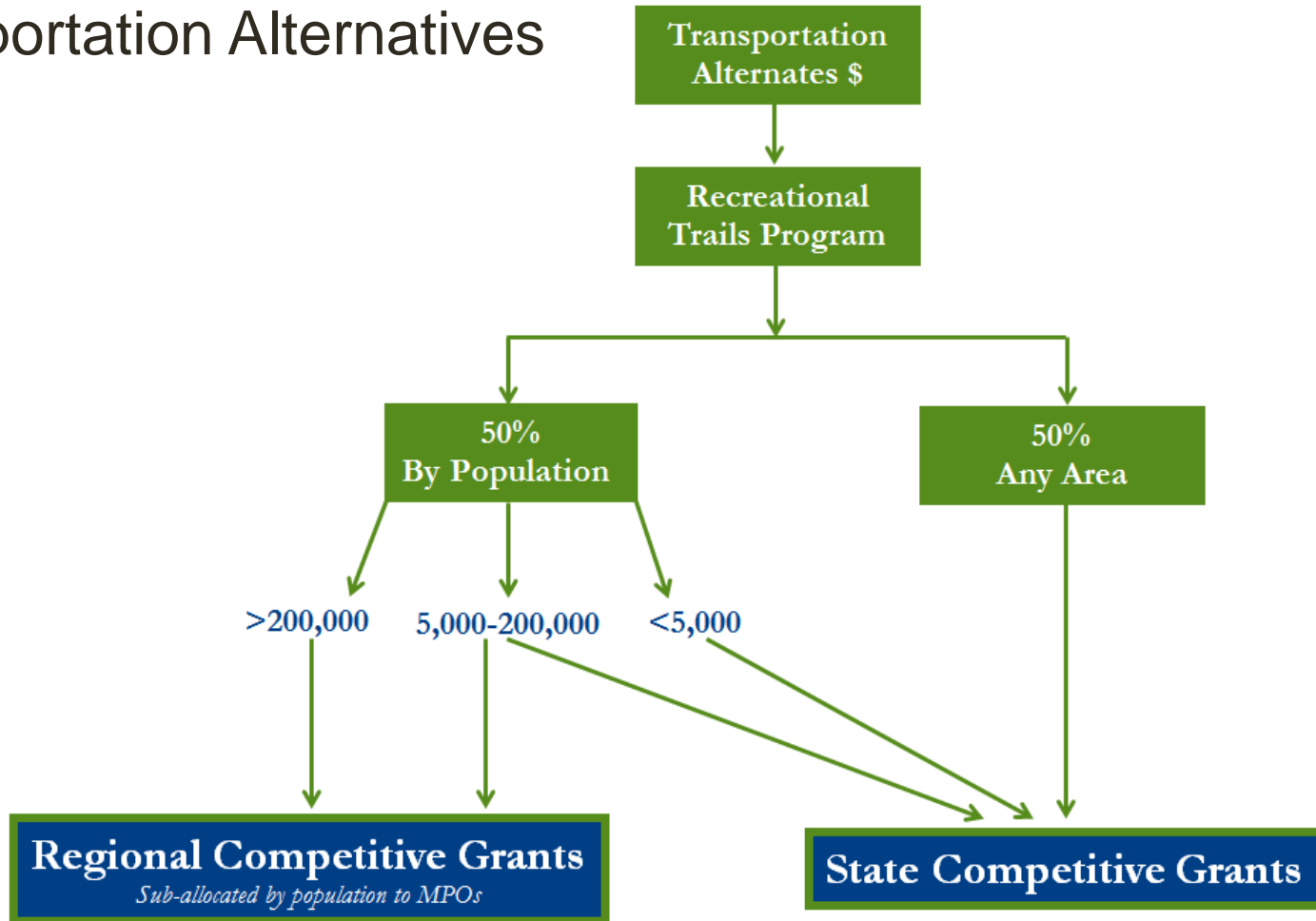
MAP-21 Highlights

Transportation Alternatives

- Consolidates Transportation Enhancements, Safe Routes to School and Recreational Trails Program
- Dedicated money: cut nearly 30% nationwide
 - \$809M for combination TE, Safe Routes, Rec Trails
 - Recreational Trails Program opt-out
 - TA use or lose

MAP-21 Highlights

Transportation Alternatives



MAP-21 Highlights

Transportation Alternatives

- 50% transferability clause
- State DOTs may transfer the 50% of the TA available anywhere in the state and apply it toward any Federal-aid highway program
- Cannot be from 50% for areas based on population
- However, MPO & State may jointly apply to base on “other factors”

Transportation Alternatives

Transportation Alternatives

New eligibility provisions ...

1. Transportation Alternatives, as defined in MAP-21 Sec. 1101
2. Recreational Trails Program – 23 USC Sec. 206
3. Safe Routes to School Program – SAFETEA-LU Sec 404

Transportation Alternatives

Bicycle and Pedestrian Facilities.....

(A) Construction, planning, and design of on-road and off-road rail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

Observations:

- Continues the TE “Provision Bicycle and Pedestrian Facilities” category
- Definition expanded to include traffic calming, lighting and other safety related infrastructure, and ADA compliance.

Transportation Alternatives

Safe Routes for Non-Drivers.....

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Observations:

- New Category

Transportation Alternatives

Rail-Trails.....

(C.) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

Observations:

- No longer specifically mentions 'corridor preservation,' however can be implied.

Transportation Alternatives

Scenic and Historic Highways.....

(D.) Construction of turnouts, overlooks, and viewing areas.



Observations:

- Scenic and historic highway programs restricted to construction of turnouts, overlooks, and viewing areas
- Scenic Byway Discretionary Program discontinued so this remains only eligible fund source for Scenic / Historic highway type projects

Transportation Alternatives

(E.) Community Improvement activities, including –

- (i.) Inventory, control, or removal of outdoor advertising;**
- (ii.) Historic preservation and rehabilitation of historic transportation facilities;**
- (iii.) Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and**
- (iv.) Archaeological activities relating to impacts from implementation of a transportation project eligible under this title**

Observations:

- HP - Operation of historic transportation facilities not included
- VM - Narrows geographic scope of landscaping
- VM - “Beautification” omitted, goals: roadway safety, invasive species management, & erosion control
- ARCH – SAFETEA: only if not required as part of Fed-aid highway project vs. MAP21: only relates to implementation of Fed-aid highway project

Transportation Alternatives

(F.) Environmental Mitigation

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-

(i.) Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329;

(ii.) or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Observations:

- Addition of “**any**” creates uncertainty requiring guidance
- Includes habitat & wetland mitigation banks– 133(b)(11) expands scope

TA Eliminated Eligibilities

Five previously eligible activities **not** included in MAP-21:

1. Pedestrian and bicycle safety and education
2. Scenic Beautification and Landscaping (now reclassified as Vegetation Management)
3. Acquisition of scenic or historic easements and sites
4. Scenic or historic highway programs
 - tourist & welcome centers
5. Transportation museums

Recreational Trails Eligibility

Recreational Trail definition –

The term “recreational trail” means a thoroughfare or track across land or snow, used for recreational purposes such as—

- (A) pedestrian activities, including wheelchair use;
- (B) skating or skateboarding;
- (C) equestrian activities, including carriage driving;
- (D) nonmotorized snow trail activities, including skiing;
- (E) bicycling or use of other human-powered vehicles;
- (F) aquatic or water activities; and
- (G) motorized vehicular activities, including all-terrain vehicle riding, motorcycling, snowmobiling, use of off-road light trucks, or use of other off-road motorized vehicles.

Recreational Trails Eligibility

Recreational Trail Eligible Projects –

- (A) maintenance and restoration of existing recreational trails;
- (B) development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;
- (C) purchase and lease of recreational trail construction and maintenance equipment;
- (D) construction of new recreational trails
- (E) acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
- (F) assessment of trail conditions for accessibility and maintenance;
- (G) development and dissemination of publications and operation of educational programs to promote safety and environmental protection

Safe Routes to School Eligibility

- Project eligibility and eligible applicants remains unchanged from SAFETEA-LU
- Program will carry 80% participation rate under TA
- **INFRASTRUCTURE-RELATED PROJECTS-**
Planning, design, and construction of infrastructure-related projects that will improve the ability of students to walk and bicycle to school
- **NON-INFRASTRUCTURE-RELATED ACTIVITIES-**
Public awareness campaigns and outreach, traffic education and enforcement in the vicinity of schools, bicycle and pedestrian safety sessions, health, and environment, and funding for training, volunteers, etc.

TA Competitive Selection Process

MPO shall develop a competitive process to allow eligible entities to submit projects for funding.

Eligible entity defined as.....

- (i) A local government;
- (ii) regional transportation authorities;
- (iii) transit agencies;
- (iv) natural resource or public land agencies;
- (v.) school districts, local education agencies, or schools;
- (vi) tribal governments; and
- (vii) Any other local or regional governmental entity that with responsibility for or oversight of transportation or recreational trails (other than a MPO or State agency) that the state determines eligible.

TA Federal Share

REMAINS 80:20

Section 1508 of MAP-21-- general provisions for federal share payable for non-interstate system projects at 80%, remaining 20% is local match

Includes SRTS eligible projects which were 100% under SAFETEA-LU

ODOT FUNDING PROGRAMS

AMATS ANNUAL MEETING - OCTOBER 12TH 2012

TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

AMATS ANNUAL MEETING - OCTOBER 12TH 2012

TRAC

- The Transportation Review Advisory Council (TRAC) is a 9 member panel chaired by the Director of the ODOT.
 - Six members are appointed by the Governor and
 - One appointed by the Speaker of the Ohio House of Representatives
 - One appointed by the President of the Ohio Senate.

- TRAC commits between \$300 to \$400 million annually towards the development and construction of “major/new” projects costing greater than \$12M focused on improving roadway capacity or reducing congestion.

TRAC

- TRAC conducts an annual application for projects seeking development and construction funding.
- Funding application are scored and evaluated in accordance with TRAC policy. Evaluation criteria are focused on main factors:
 - Transportation
 - Community Growth and Economic Development
 - Local Sponsor Investment
- Projects Receiving TRAC Funds are categorized TIERS
 - Tier I - Ready to advance towards construction
 - Tier II – Under Development
 - Tier III – A large, multi-phase project with other phases in Tier I

TRAC

- General TRAC Process
 - ▣ Applications (July)
 - ▣ Evaluation (Aug. – Sept.)
 - ▣ Public Hearings (Sept. – Oct.)
 - ▣ Draft Funding List Development (Nov. – Dec.)
 - ▣ Public Comment Period (Jan. – Mar.)
 - ▣ Final Funding (Apr. – May)

COUNTY BRIDGE, SAFETY & STP PROGRAMS

AMATS ANNUAL MEETING - OCTOBER 12TH 2012

County Bridge (LBR)

- \$35 M Annual Allocation
- Applications solicited annually every August
- Federal funding to Counties for the rehabilitation or replacement of eligible bridges
- 16,000 plus bridges statewide that are County maintained and meet the Federal definition of a bridge (20 feet or greater).
- Funding available for on or off-system bridge
- 80% Participation for Construction & Construction Admin
County can use earned Credit Bridge to increase up to 100%

County Bridge (LBR)

- \$7.5 M funding limit within any four year program window
- \$5 M individual project limit
- Candidate projects ranked based on following criteria –
 - ▣ Structural Deficiency / Functionally Obsolete
 - ▣ General Appraisal
 - ▣ Sufficiency Rating
 - ▣ County Priority
 - ▣ Programmed Funding
 - ▣ Overall County Deficiency
 - ▣ Bridge Load Limits

County Safety (HSIP)

- \$12 M Annual Allocation
- Applications solicited annually due August 31st
- To be eligible for federal HSIP funding a project must correct or improve an identified hazardous road section, intersection, or bridge location or feature or address a highway safety problem.
- Funding available for projects on any roadway classification
- 80% Participation for Construction & Construction Admin
County can use earned Credit Bridge to increase up to 100%

County Safety (HSIP)

- \$5 M funding limit within any four year program window
- Candidate projects ranked based on following criteria –
 - Number of Crashes
 - Crash Rate
 - Rate of Return
 - County Priority
 - Programmed Funding

County Safety (HSIP)

Eligible Project Types

- ❑ Intersection improvements
- ❑ Pavement and shoulder widening
- ❑ Sign and pavement marking improvements
- ❑ Rumble strips and other warning devices
- ❑ Skid-resistant resurfacings
- ❑ Pedestrian or bicycle safety improvements
- ❑ Construction of traffic calming features
- ❑ Elimination or shielding of roadside obstacles
- ❑ Nearly any improvement that can be tied to safety

Pavement Marking projects capped at \$150,000

Guardrail upgrade projects capped at \$300,000

County Roadway (STP)

- \$12 M Annual Allocation
- Applications solicited annually due July 31st
- Funding provided for studies, safety improvements, new construction, major reconstruction, 3R projects, bridges not eligible for LBR funding, guardrail, center line and edge line striping, raised pavement marker projects, and sign upgrades **on county roads only**
- To be eligible for federal STP funding a project must be located on a Federal –aid roadway, with exception of bridges
- 80% Participation for Construction & Construction Admin

County Roadway (STP)

- \$5 M funding limit within any four year program window
- \$5 M individual project limit
- Projects selected according to county priority rank
 - Funding received through the LBR, HSIP, and STP programs divided by county roadway mileage
 - The county with the lowest funding per mile rate is ranked 1st, and the county with the highest rate is ranked 88th.

LOCAL MAJOR BRIDGE PROGRAM

AMATS ANNUAL MEETING - OCTOBER 12TH 2012

Local Major Bridge

- 2017 – 2019 Annual Allocation to be determined
- Federal funding to local governments for the rehabilitation or replacement of eligible Local Major bridges
- Local Major Bridge defined as a bridge with >35,000 deck area, or lift / moveable structure
- Applications solicited August 2012 targeting 5 bridges
- 53 bridges identified statewide that meet this criteria
- 80% Participation for eligible preliminary development, Construction & Construction Administration costs
Credit Bridge to increase up to 100%

Local Major Bridge

- No individual funding cap
- Candidate projects ranked based on following criteria –
 - Structural Deficiency / Functionally Obsolete
 - General Appraisal
 - Sufficiency Rating
 - Economic Health
 - Regional Significance

ODOT SAFETY PROGRAM

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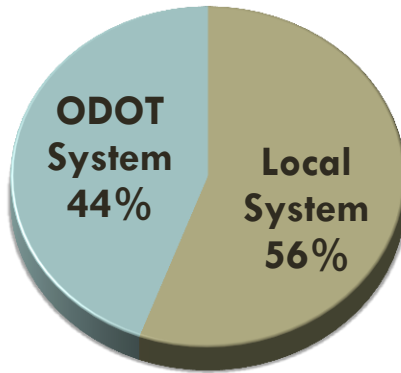
ODOT Safety Program

ODOT spends about \$72 million annually on projects and programs that address high and severe crash locations on any public road.

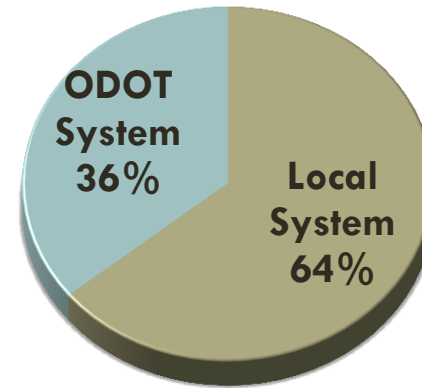
- **Applications due: April 30, September 30**
- Funding available for PE, RW, construction
- Typical requests range from \$50,000 to \$5 million (max)

Why Any Public Road?

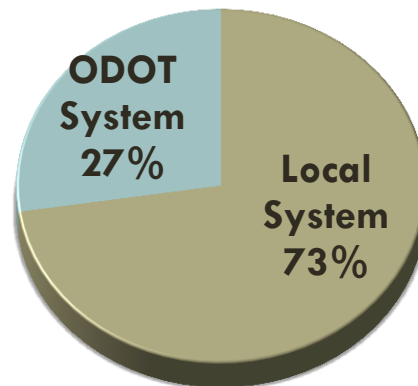
Fatalities



Serious Injuries



Total Crashes



Eligibility

Anyone can have a crash location reviewed or apply for funding through ODOT district offices

Minimum criteria:

- Any public roadway
- At least 10 crashes and a rate of 1.0 / MVMT over 3 years.
- Local projects with lower threshold evaluated on case-by-case basis
- Local match is *required* unless signs, signals or pavement markings

Types of Projects

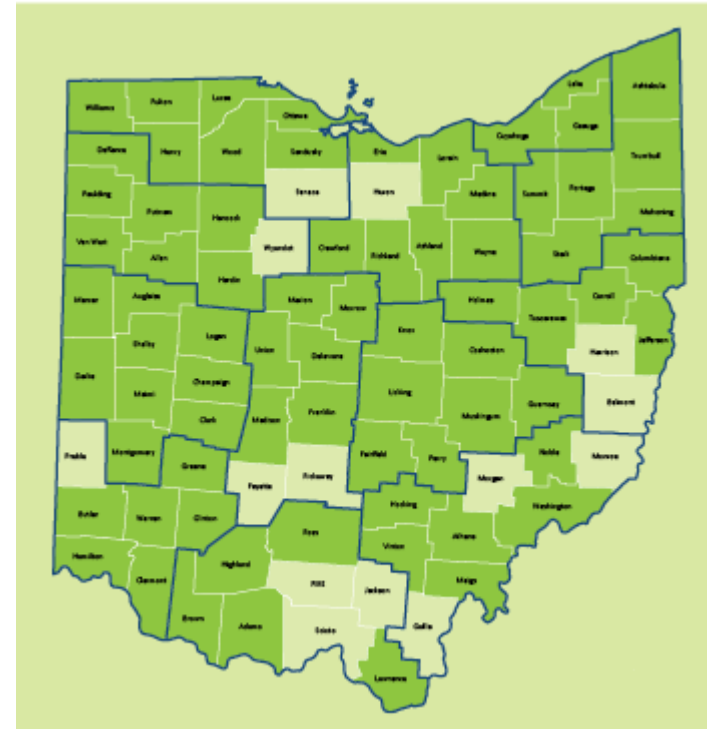
- Intersection improvements
- Pavement and shoulder widening
- Sign and pavement marking improvements
- Rumble strips and other warning devices
- Skid-resistant resurfacings
- Pedestrian or bicycle safety improvements
- Construction of traffic calming features
- Elimination or shielding of roadside obstacles
- Nearly any improvement that can be tied to safety

ODOT SAFE ROUTES TO SCHOOL PROGRAM

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Safe Routes to School

- **1.2 M** K-8 Students' in more than 3,000 schools
- ODOT SRTS Budget: **\$4 M**
- **80%** Federal Share under MAP-21
- SRTS Announced projects in **75 out of 88 Counties**
- **Funding Cycle:** January 7 to March 29, 2013



ODOT STATE INFRASTRUCTURE BANK

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State Infrastructure Bank

Loan and Bond Programs

- **\$110 M available annually**
- **First come First Serve**

Eligibility

□ Eligible Borrowers

- All Public Entities
- No Private Entities

□ Eligible Projects

- Federal, State, & Local Transportation Infrastructure
- Transit
- Port Facilities
- Airports
- Bicycle Paths/Rails to Trails
- Railroads

Sources of Repayment

- ❑ State Motor Fuel Tax
- ❑ Non-tax revenues (fines, penalties, interest, fees)
- ❑ Tax Increment Financing (TIF) - requires secondary pledge
- ❑ Property Assessments
- ❑ License plate & registration fees
- ❑ Passenger Facility Charges
- ❑ Parking Fees
- ❑ Earmarks/Grants
 - Language associated with earmarks must have verbiage for debt service
- ❑ Pledge of federal allocations
 - Metropolitan Planning Organization (MPO)
 - County Engineers Association of Ohio (CEAO)

Eligible / Ineligible Costs

Eligible

- Right of Way
 - ▣ Appraisal
 - ▣ Acquisition
- Construction
 - ▣ Engineering/Inspection

Ineligible Costs

- Environmental
- Design
 - ▣ Preliminary (PE)
 - ▣ Detailed
 - ▣ Administration

Comparison of Loan and Bond Fund Programs

COMPARISON OF SIB LOAN AND BOND FUND PROGRAMS		
	LOANS	BONDS
AMOUNTS	\$50,000-\$4,000,000	\$2,000,000-\$20,000,000
TERM	10 year maximum	5-20 years
INTEREST RATE	3%	Market
REPAYMENT	<ul style="list-style-type: none"> • First year free • Second year accrued interest 	<ul style="list-style-type: none"> • No free interest period • Up to three years of capitalized interest
TRANSACTION FEES	\$2,000-\$10,000 (financial advisor fee)	1-3% of bond issuance amount
ELIGIBLE BORROWERS	Same	Same
ELIGIBLE PROJECTS	Same	Same
REPAYMENT PENALTY	Yes, first 36 months	N/A
PROCESS TIME (Application submittal to loan closing)	30-60 days	60-90 days
APPLICATIONS	Accepted year round	Accepted year round

Resources

- MAP-21 Factsheets
<http://www.fhwa.dot.gov/map21/factsheets.cfm>
- ODOT Program Resource Guide
<http://www.dot.state.oh.us/Divisions/Planning/LocalProgram>
 - ODOT Program Information and Contact Information