

Surface Transportation Program Moving Ahead for Progress in the 21st Century Act (MAP-21) September 2012

Under MAP-21, the Surface Transportation Program (STP) will work largely the same as the current program, but with many new eligibilities, including a set-aside for bridges off the federal-aid system (“off-system”). MAP-21 eliminates a number of current programs and makes them eligible uses of STP funds, including: ferry boats and terminals, coordinated border infrastructure, and truck parking facilities. **Washington State’s share of STP is estimated to be approximately \$175 million in federal fiscal year (FFY) 2013 and \$176 million in FFY 2014.**¹

BACKGROUND:

STP provides flexible funding to improve and preserve the transportation system. Eligible projects include:

- Highway/Roadway Improvements
- Bridge Improvements
- Capital expenditures for Transit
- Highway and Transit Safety Improvements
- Planning
- Transportation Demand Management
- Transportation Enhancements

*Historical apportionment levels**

\$ in millions	Federal Fiscal Year							
	2005	2006	2007	2008	2009	2010	2011	2012
Surface Transportation Program**	110.3	101.9	106.4	106.7	109.3	130.1	128.3	122.5
Highway Bridge Program, Off-System	21.9	22.0	21.5	22.1	21.9	26.1	25.7	24.5
Coordinated Border Infrastructure	7.3	8.5	10.0	11.3	12.9	12.9	15.1	12.0
TOTAL	139.5	132.4	137.9	140.1	144.1	169.1	169.1	159.0

*The amounts for FFY2005 – FFY2012 come from FHWA apportionment notices N4510.563, N4510.604, N4510.646, N4510.683, N4510.742, N4510.744, N4510.745 and N4510.756 found at <http://www.fhwa.dot.gov/>. Amounts do not reflect penalties.

**The Surface Transportation Program numbers are minus the 10% set aside for Transportation Enhancements.

STP funds are currently distributed as follows: approximately 10% is set aside for Transportation Enhancements (see below); 62.5% of the remaining 90% is distributed to benefit communities within certain population categories (“distribution by population”); and 37.5% of the remaining 90% is

¹ This is before the 2 percent takedown for State Planning and Research.

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distributed to any area of the state in accordance with a state's discretionary rules of distribution ("state flexible").

- Distribution by population:
 - The funds for communities greater than 200,000 population are divided between the three largest MPO's: Puget Sound, Spokane and Vancouver. The shares are based on the MPO's respective levels of urbanized population. Project selections are made by the MPOs in consultation with the State.
 - The funds for communities under 200,000 population are distributed based on the proportional non-urbanized county population to the state population. Funds are distributed to MPO/RTPO/County lead agencies based on relative population.
 - The funds for communities under 5,000 population are distributed based upon a different formula comparing road mileage under the vintage 1991 Federal-Aid Secondary System. Funds are distributed to MPO/RTPO/County lead agencies.
- State flexible funds are split between the State (60%) and locals (40%) maintaining the proportional share agreed to in SAFETEA-LU. The local share is distributed to MPO/RTPO/County lead agencies based on relative population.

The overall distribution of STP funds between the State and locals is the State 28% and locals 72%. Although federal law states selections can be made by the State for areas outside of Transportation Management Areas in cooperation with the MPO, WSDOT has a long standing practice, since ISTEA (1991), for the selection and prioritization process to reside within the MPO/RTPO/County lead agencies.

Transportation Enhancements – In the current Surface Transportation Program, 10% is required to be set aside for Transportation Enhancements, which provides funds for non-traditional transportation projects such as scenic and historic preservation, pedestrian sidewalks, bicycle paths, and landscaping. Funds are allocated to the RTPOs for project selection.

Highway Bridge Program – The Highway Bridge Program provides funds for the replacement or rehabilitation of deficient bridges both on and off the federal-aid highway system. The State maintains an inventory of all bridges, classified according to serviceability, safety and importance for public use, and the funding is split between the State (76%) and locals (24%). Bridges are selected by the respective WSDOT divisions based upon structural deficiency. Federal requirements are not less than 15% and not more than 35% be expended on public off-system bridges.

CHANGES IN MAP-21:

Under MAP-21, STP changes include:

- Eliminates the 10% set-aside for Transportation Enhancements.
- Expands eligibilities to include: bridge and tunnel inspection and training; electric vehicle and natural gas vehicle infrastructure; recreational trails; safe routes to school; a modified list of transportation enhancements (now called transportation alternatives); ferry boats and terminals;

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border infrastructure; truck parking facilities; asset management plan for the NHS; congestion pricing, electronic toll collection and travel demand management; and a surface transportation infrastructure project located within the boundaries of a port terminal.

- Decreases from 62.5% to 50% the percentage to be distributed based on population to:
 - Urbanized areas over 200,000 population.
 - Areas other than urban areas with a population greater than 5,000.
 - Other areas of the state. Up to 15% of this amount can be spent on minor collectors.
- Increases from 37.5% to 50% the percentage that may be obligated in any area of the state.
- An amount not less than 15% of a state's FFY 2009 Highway Bridge Program apportionment shall be obligated for off-system bridges (\$21.9 million in Washington). This funding may not be taken from amounts distributed based on population.
- For off-system bridges replaced or rehabilitated with all state or local funds and that meet all federal requirements (e.g., NEPA, Buy America, DBE, etc.), the excess of 20% of the construction costs may be credited to the non-Federal share of the cost of other bridge projects eligible for federal funds (i.e. programmatic match).