



North Dakota Division Office

Rugged North Dakota Landscape

North Dakota Association of County Engineers 2016 Annual Conference January 21, 2016

FHWA Update



Discussion Areas

North Dakota Division Office

Rugged North Dakota Landscape

- FHWA Briefly
- Federal Funding
 - FAST Act
- FHWA Role
 - Project Documentation Cues

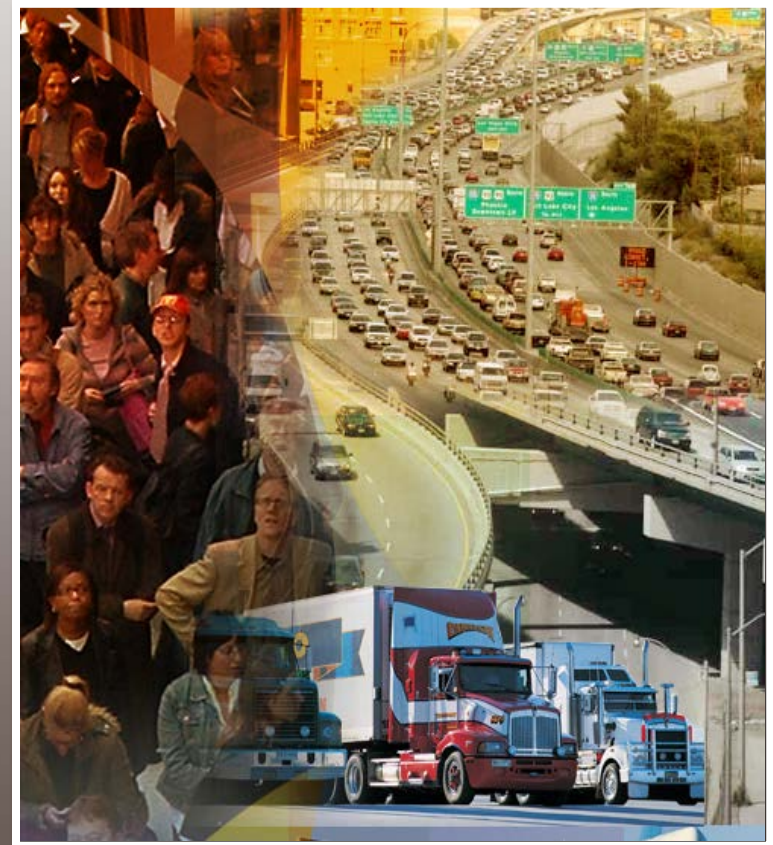


FHWA Briefly: Who are we?

Rugged North Dakota Landscape

North Dakota Division Office

- **Money:** About \$41B → 47B Federal Highway Funds
- **Legislated Mission:** “...provide for a strong and vigorous national economy...” 23 USC 101(b) *(and associated regulations)*
- **What we aspire to through our Mission:** Improve Mobility on our Nation’s Highways Through National Leadership, Innovation, and Program Delivery.
- **What the public expects:** Safety and fiscal integrity, emergency response...



North Dakota Division Office

Rugged North Dakota Landscape

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Division Administrator

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Assistant Division
Administrator

Stephanie J. Hickman
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(Effective February 21)

Sheri G. Lares
Environmental Program
Manager & Planning
Specialist

Mark R. Schrader
Transportation Engineer
Districts 2, 6, and 8

Sandra L. Kramer
Administrative Assistant

Federal Funding: How much money?

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- Transportation Reauthorization
 - Fixing America's Surface Transportation (FAST) Act
- FY2016 Appropriations Act
 - North Dakota's Apportionment is about \$252M
 - North Dakota's Obligation Limitation is about \$235M; and about \$240M inclusive with other exempted funds



P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Key Highway Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

FAST Act

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent; fully “paid for” (offset) by unrelated savings

\$305 B (all modes) over FY2016-2020

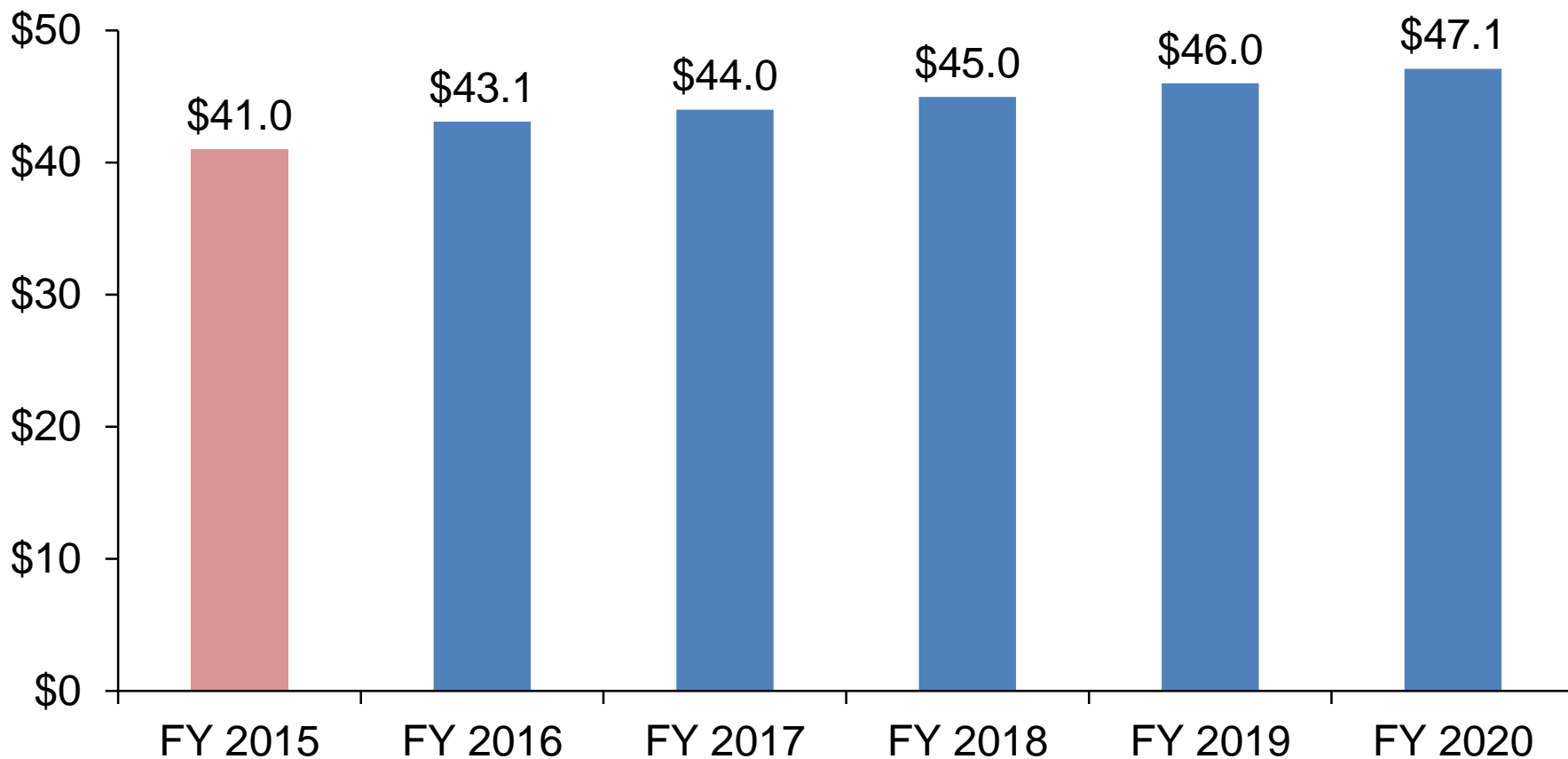
Program	5-Year Funding (billions)
Federal Highway Administration	\$ 226.3
Federal Transit Administration	61.1
Federal Motor Carrier Safety Administration	3.2
Pipeline and Hazardous Materials Administration	0.4
National Highway Traffic Safety Administration	4.7
Federal Railroad Administration	10.3
Total	305.0

Key Highway Facts

- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- Adds a new freight formula and expands freight network
- Adds a new discretionary program for nationally significant freight and highway projects
- Provides a new tribal self-governance option

Highway contract authority grows each year

Highway Authorizations from Trust Fund (billions)

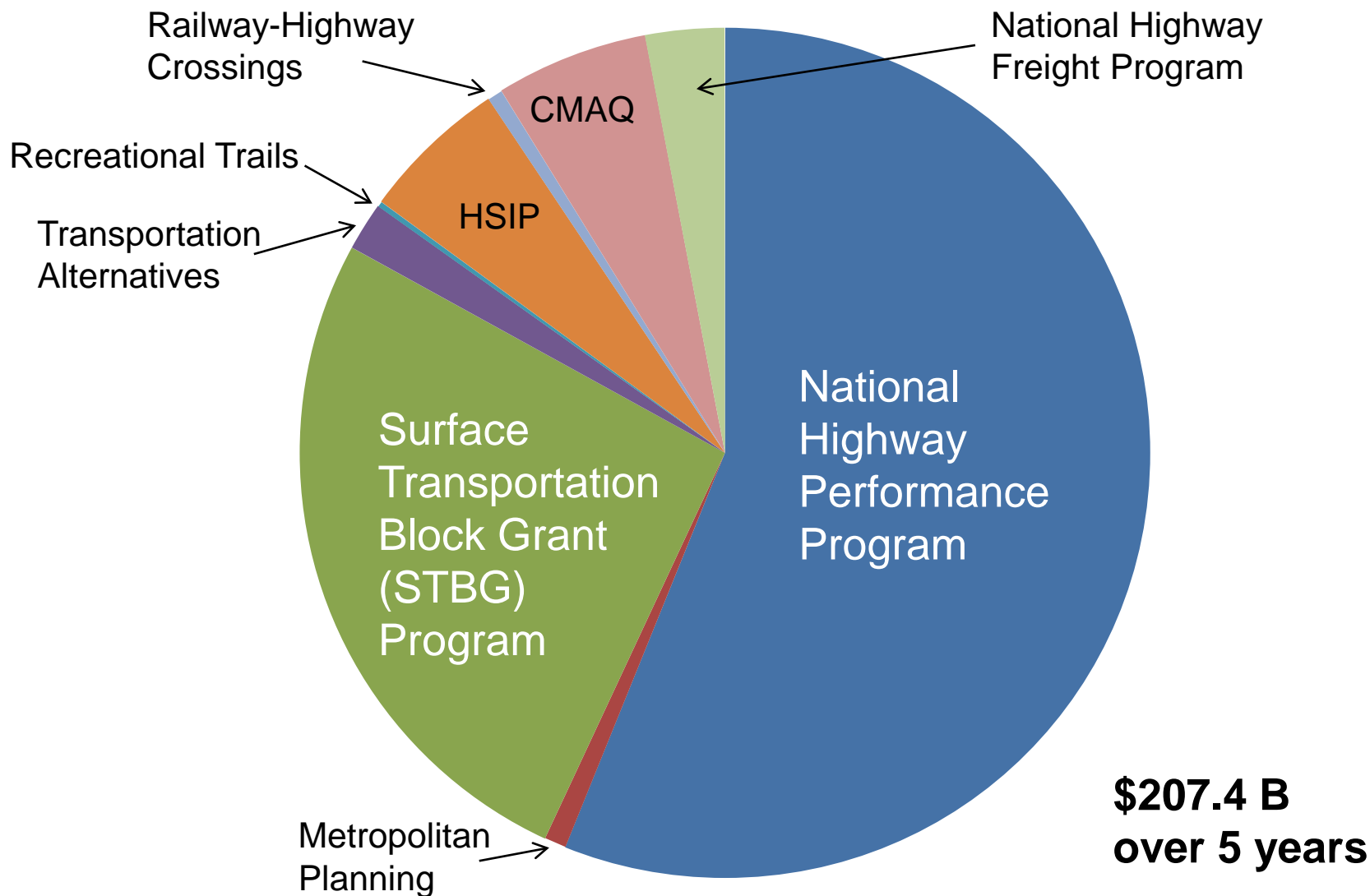


APPORTIONED PROGRAMS

Growth Varies by Program

Program	Avg. Annual Funding (millions)	Change from FY 2015
National Highway Performance Program	\$ 23,280	+6.3%
Surface Transportation <u>Block Grant</u> Program	11,654	+15.6
<i>Transportation Alternatives Set-aside</i>	[760]	+3.3
<i>Recreational Trails Program Set-aside</i>	[84]	0.0
<i>Surface Transportation Block Grant Program (net of TA & Rec Trails)</i>	[10,809]	+7.3
Congestion Mitigation & Air Quality Improvement	2,405	+6.1
Highway Safety Improvement Program	2,317	+5.7
Railway-Highway Crossings Program	235	+6.8
Metropolitan Planning	343	+9.5
National Highway Freight Program	1,249	NEW +100.0

92% of Highway Funds Are Apportioned



Changes to NHPP and STP

Prgm	Changes
NHPP	<ul style="list-style-type: none">• TIFIA costs and V2I communication equipment now eligible• Bridge resurfacing/preservation/reconstruction on <u>non-NHS</u> Federal-aid highways now eligible
STP	<ul style="list-style-type: none">• Renamed: Surface Transportation <u>Block Grant</u> Program (STBG)• Eligibilities restated with none eliminated; new eligibilities for TIFIA costs, State P3 office, V2I communication equipment• In border States, up to 5% for infrastructure projects eligible under the SAFETEA-LU border program• More suballocation: +1%/year up to 55% (vs. 50% today)• Set-asides for Transportation Alternatives and Recreational Trails (see next slide)

Changes to TAP, CMAQ, and HSIP

Prgm	Changes
“TAP”	<ul style="list-style-type: none"> • Same program, but no longer called TAP; no name specified • All funds set aside from STBG (vs. from all formula programs today) • Nonprofits responsible for local transportation safety programs may be project sponsors
CMAQ	<ul style="list-style-type: none"> • V2I communication equipment eligible • Port-related equipment & vehicles eligible under PM2.5 set-aside • Exception from PM2.5 set-aside for low population density States (under certain conditions)
HSIP	<ul style="list-style-type: none"> • Only listed project types eligible—mostly infrastructure-related • Adds eligibility for V2I communication equipment and certain pedestrian safety improvements • State need not collect certain data on unpaved roads (but can’t use HSIP funds on those roads until it collects the data)

FREIGHT

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- No State freight plan, no freight formula \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

Natl. Significant Freight & Hwy. Projects | **NEW**

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- State freight plans (required) & advisory committees (encouraged)
- National multimodal freight network
- National Highway Freight Network, to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- Highway network re-designated every 5 years (w/up to 3% growth)

PLANNING, PERFORMANCE & PROJECT DELIVERY

Accelerating Project Delivery

A major theme of the FAST Act, with 18 separate provisions in the highway title alone.

The Act—

- Adds New Flexibilities
 - Section 4(f) exemption for some bridges
 - Authorizes taking of nesting swallows in at-risk bridges
- Refines Existing Provisions
 - Narrows concurrence requirement for PEL
 - Pilot for substitution of State law for NEPA

Accelerating Project Delivery, cont'd

- Adds to Procedural Requirements
 - Requires a schedule, a checklist, and response to project initiation
 - Adds some new specific time frames for notices and reviews
- Builds on Existing Activities
 - Requires permitting dashboard (but covers all EISs & EAs)
- DOT to maximize use of authority to delegate project oversight to States on both a project and programmatic basis

OTHER PROGRAMS & PROVISIONS

Highway Design

- On NHS, design "shall consider" (previously "may take into account")—
 - constructed/natural environment
 - environ., scenic, aesthetic, historic, community, & preservation impacts
 - access for other modes
 - cost savings via flexibility in current design guidance/regulations | **NEW**
- DOT to consider AASHTO Highway Safety Manual, NACTO Urban Street Design Guide
- Encouragement for States/MPOs to adopt standards for Fed. projects that accommodate motorized and non-motorized users
- Locality may use different roadway publication than State (with State approval) in certain circumstances

Other Provisions

- Specifically allows multiple similar bridge projects to be handled (“bundled”) into a single project
- DOT to designate national electric vehicle charging and hydrogen, natural gas, and propane fueling corridors
- Encouragement of vegetation management practices that improve habitat and forage for pollinators
- State may opt for Federal share <100% for Appalachian Development Highway System (ADHS) projects

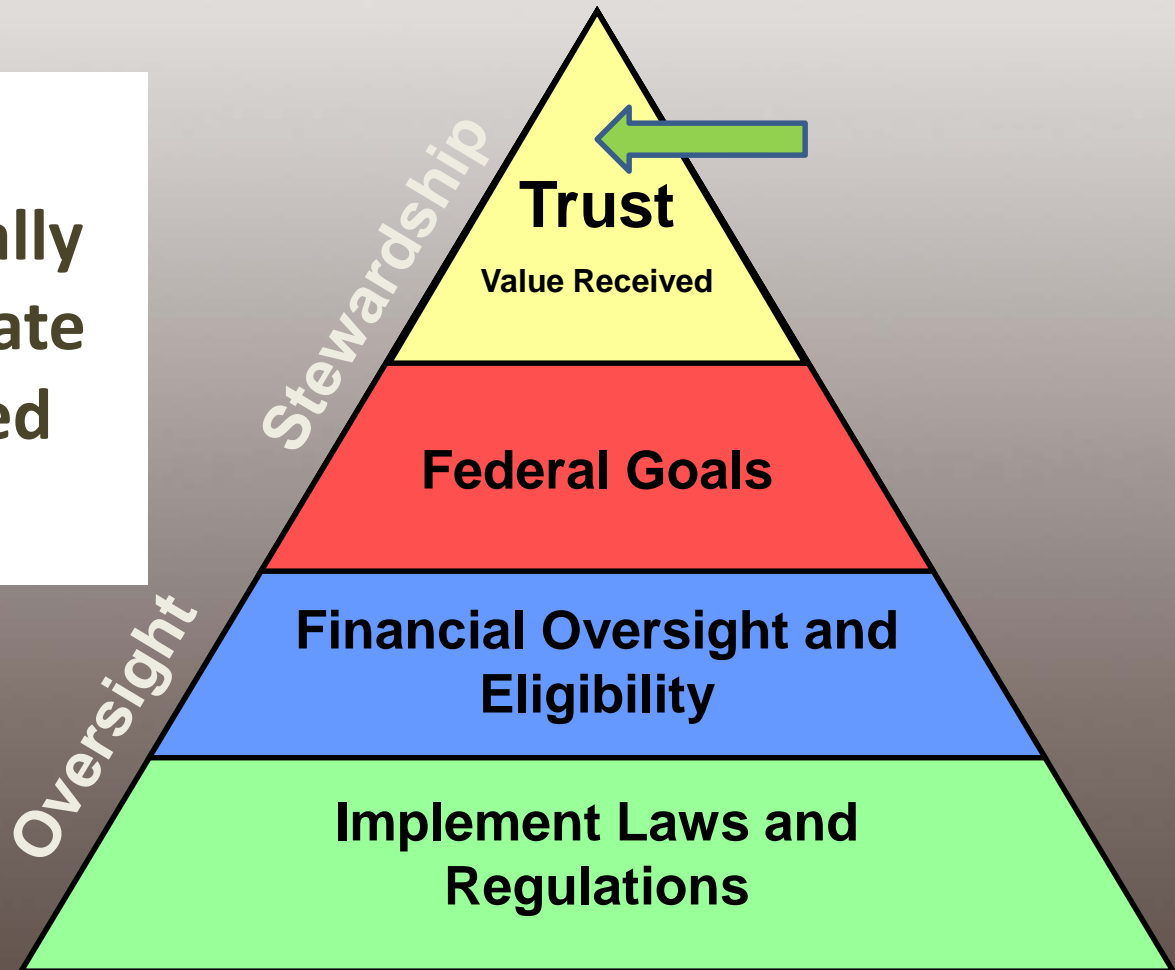
FHWA Role: What changes?

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A Partner...

In “A Federally Assisted, State Administered Program”



Project Documentation Cues

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- Railroad Coordination and Certification (project development)
- Engineer's Estimate and Bid Analysis
- *Employee in Responsible Charge*
- Accommodate all Transportation Users in Work Zones



Federal-aid Essentials for Local Public Agencies

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- <http://www.fhwa.dot.gov/federal-aidessentials/index.cfm>



Thank You!

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