



Street Talk

Congress Enacts Federal Transportation Bill: MAP-21

By MTC Staff

MAP-21, the *Moving Ahead for Progress in the 21st Century Act*, is the first multi-year highway authorization enacted since 2005, when Congress passed SAFETEA-LU. The President signed MAP-21 into law on July 6, 2012, funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. The funding represents no real increase or decrease, and keeps pace with inflation.

Pundits in the transportation sector were disappointed that the bill did not go further in transforming federal transportation programs and policies. The bill left important items unresolved, such as a long-term solution to the structural deficit in the Highway Trust Fund, which is expected to run dry in 2014. MAP-21 also stopped short of creating a stand-alone metro mobility or goods movement program.

The two-year bill, however, is considered as an important first step toward a more comprehensive bill in the not-too-distant future. For instance, MAP-21 consolidates dozens of programs, increases flexibility for states and regions to set funding priorities, and eliminates earmarks, thereby allowing funding to flow through more predictable formulas. The bill also sets the groundwork for an emphasis on performance measures, and makes significant strides in streamlining federal project delivery processes.

MAP-21 Changes Funding Levels and Program Organization

Total highway funding under MAP-21 amounts to \$37.5 billion in contract authority for FY 2013 and \$37.8 billion in FY 2014, and covers

five formula programs:

- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ); and
- Metropolitan Planning Program.

MAP-21 eliminates the Highway Bridge Program as a stand-alone program. Instead, a share of STP is reserved for bridges that are off of the Federal Aid System, commonly referred to as “off system bridges.” There is no minimum amount reserved for “on system” bridges, though they are eligible for funding under NHPP or STP.



Departing from SAFETEA-LU’s current STP formula, MAP-21 only requires 50 percent of funds to be spent in areas on the basis of population, rather than 62.5 percent. As a result, the Bay Area’s share of STP funds is less than MTC had estimated, despite a 14 percent increase in funding for the program at the national level. MTC had estimated that approximately \$191 million in STP funds would be available for programming over 2013 and 2014; however, estimated apportionments under MAP-21 are expected to be about 8 percent less over the two-year period, a reduction of about \$16 million for the Bay Area.

Another programmatic change in MAP-21 is the elimination of the Transportation Enhancements (TE) and Safe Routes to School (SRTS) programs, and the creation of a new Transportation Alternatives (TA) program that includes a

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MAP-21

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set-aside for Recreational Trails (RT). Unfortunately, the new TA program is funded at only about two-thirds the level that the combined TE, SRTS and RT programs were funded at in 2012.

MAP-21 Establishes Performance Measures

MAP-21 requires that the U.S. Department of Transportation (DOT) establish performance goals for federal highway programs to improve safety, roadway and bridge conditions, congestion, system reliability, freight movement and environmental sustainability.

Once the DOT establishes the final performance measures, states will have one year to set up complimentary targets, developed in coordination with Metropolitan Planning Organizations (MPOs). MPOs, in turn are required to create performance targets in coordination with the state and public transit operators in the MPO area within 180 days after the state establishes its targets. Given the timeline for setting these goals, performance targets will not be met until after MAP-21 expires.

MAP-21 Streamlines Project Delivery

While MAP-21's performance target process has a long lead time, streamlining environmental review under the bill will take effect immediately. MAP-21 eliminates the need for certain projects to go through the National Environmental Policy Act (NEPA) process, although California projects are bound by the California Environmental Quality Act requirements. Key changes in MAP-21 include the following:

- Projects taking place in an existing right-of-way will proceed under a categorical exclusion (CE).
- All projects that receive less than \$5 million in federal funds or that cost less than \$30 million in total (of

which no more than 15 percent is federal funds), will be granted a CE.

- A two-phase contracting process is created that allows preconstruction activities and land acquisition to occur prior to the completion of a NEPA review under certain conditions and EPA is removed from the decision as to whether the acquisition affects the review process.
- Reviews in which multiple agencies have oversight responsibilities will be conducted concurrently, rather than sequentially.
- Federal agencies are now subject to financial penalties for failure to render certain review and permitting decisions by set deadlines agreed upon at the project outset unless they can establish an adequate reason for delay.

Additional Information

Detailed information on MAP-21 can be found at the following website:

www.transportationissuesdaily.com/map-21-learning-center/

P-TAP Update

by Amy Burch

MTC released a call for projects for the next round of Pavement Management Technical Assistance Program (P-TAP) in September, 2012. P-TAP Round 14 will fund approximately \$1.5 million in projects for Bay Area agencies to update their Pavement Management Systems (PMSs) and to provide assistance with plans, specifications and estimates (PS&E) projects. MTC staff will evaluate the P-TAP applications (which were due October 15th) in October and November, and notify jurisdictions of their grant status in mid-December, pending committee approval.

For more information about P-TAP, please contact Amy Burch at 510-817-5735 or aburch@mtc.ca.gov.

Upcoming Events

StreetSaver® User Week Oct. 29 – Nov. 1, 2012

Location:
MetroCenter, 1st Floor, Auditorium
101 Eighth Street
Oakland, CA 94607

*Technology Transfer Workshop –
Asphalt Design Specifications & Inspections for
Local Streets and Roads*
Monday, October 29
8:30 a.m. to 12 noon

General Users Meeting
Monday, October 29
1 to 4 p.m.

Workshop I: Pavement Distress Survey
Monday, October 29
8:00 a.m. to 4 p.m.

Location:
Alameda County Conference Center
4th Floor, Fremont Room
125 Twelfth Street
Oakland, CA 94607

*Workshop II: StreetSaver® Training:
Budget Analysis*
Wednesday, October 31
8:00 a.m. to 4 p.m.

*Workshop III: StreetSaver® Training:
Custom Report*
Thursday, November 1
8:00 a.m. to 12 noon

*Workshop IV: StreetSaver® Training:
GIS Toolbox*
Thursday, November 1
1 to 4 p.m.

Southern California StreetSaver User Meeting Oct. 31 – Nov. 1, 2012

Location:
Atrium Hotel
18700 MacArthur Blvd
Irvine, CA 92612

Next User Week: March 2013 (date TBD)

Contact Kimberly Hughes
<khughes@mtc.ca.gov>
for more information on User Week.

Software Updates and News

By Sui Tan, MTC

StreetSaver® GIS Toolbox

Since its release in 2009, the GIS Toolbox has become an integral part of StreetSaver's® pavement management module. The Toolbox is designed to help users create GIS maps that link to their pavement management data. Users with no prior GIS experience can easily create GIS maps for presentations to their stakeholders.

Over the years, MTC has received useful feedback from users, and we have continued to enhance this powerful tool. The latest upgrade is a major milestone for the GIS Toolbox. Users will be able to:

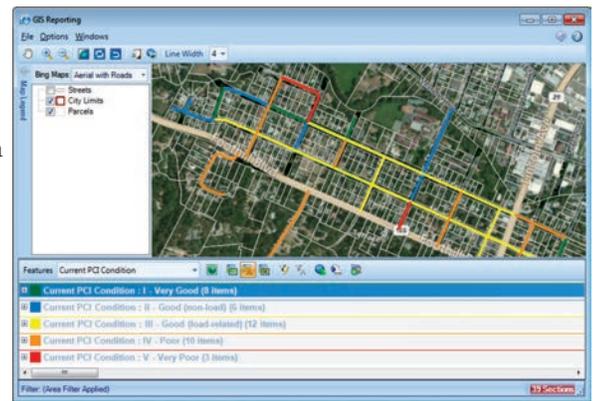
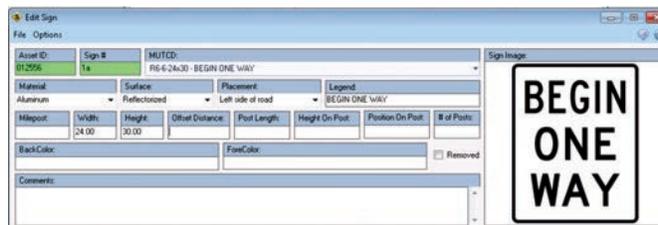
- Use Bing™ maps with drop-down menu options
- Download and update their own base maps
- Select segments of street by polygon area
- Enhance links with a new “Verified” status
- Improve accuracy in the auto linking process

- Export their GIS maps with projection file (GIS coordinate systems file)

Overall, there are over 20 improvements. This upgrade will be available by the end of the year. The optional Bing™ maps will be available on a subscription basis. Users will get a chance to try Bing™ maps out for a month when the upgrade becomes available.

StreetSaver® Asset Management

StreetSaver® developers have been busy working on the new asset management module. This module is designed to assess funding needs for non-pavement assets, such as street lights, signs, and sidewalks, and not solely on tracking inventory.



The first phase of the development will include:

- Basic data inventory and condition assessment
- Ability to identify when work is needed, what work is needed, and estimated cost to complete the work
- Ability to enter the remaining life of assets
- Ability to determine current value of assets using the Governmental Accounting Standards Board State-

ment 34 (GASB 34) straight-line approach

- Database management needed to enter, store, retrieve and generate

reports related to the above

The approach for the needs analysis is to use the remaining life based on either the asset's expected life or from condition data to indicate that assets need maintenance or replacement. During the second phase of the development, MTC will program actual condition assessment into the needs analysis. If you have asset management or GIS experience, you are welcome join MTC's Asset Management User Focus Group. Benefitting from user participation, MTC aims to develop an asset management tool that meets and exceeds users' expectations. Please contact Sui Tan at (510) 817-5844 and stan@mtc.ca.gov for more information and to participate in the focus group.

StreetSaver Pavement Management Tip

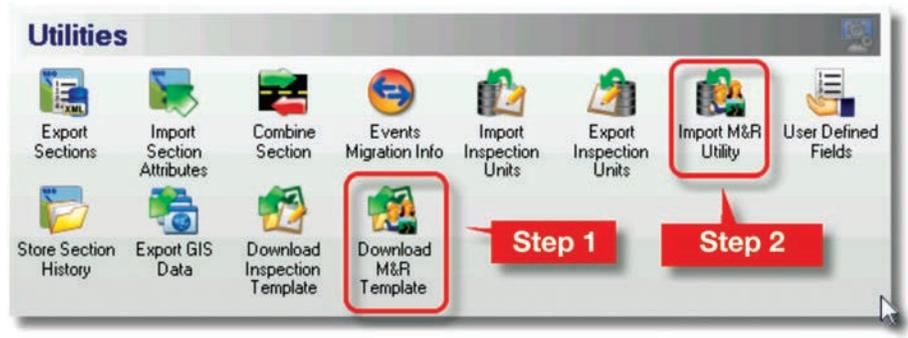


Question: How do users input multiple Maintenance & Rehabilitation (M&R) records to StreetSaver® at once?

Answer: Rather than inputting one record at a time, now users may follow a two-step process to upload their M&R records. Starting in the Utilities module, a user may take the following steps:

1. Click on the “Download M&R Template” icon to populate the M&R records in a pre-formatted MS Excel file.
2. Click on the “Import M&R Utility” icon to upload the populated Excel file.

It's that simple. Make sure to run the M&R calculation to update the network.



Promoting Paving Technologies

By Theresa Romell

Cold-In-Place Recycling (CIR) and Full Depth Reclamation (FDR) are two of the paving technologies that have been around for some time, yet they are still relatively new to the Bay Area. As local jurisdictions begin to show more interest in these cost effective and environmentally friendly technologies, paving companies are starting to invest in the equipment and know-how needed to perform them.

CIR involves digging up old asphalt and recycling it on the spot at much cooler temperatures than traditional hot mix treatments. A CIR “train” is comprised of equipment that grinds up two to nine inches of existing asphalt in the road bed, mixes it with an emulsion, and then lays it back down as smooth pavement. CIR technology saves a significant amount of greenhouse gas emissions, because the CIR process uses existing materials that are already in place, eliminating the need for mining new aggregate and transporting materials between a quarry, asphalt plant and a job site. Based on a study done by a European engineering and construction firm, every mile of roadway treated with CIR instead of traditional hot mix asphalt saves approximately 131,000 tons of carbon dioxide emissions. That is roughly equivalent to taking 11 cars off the road for one year. Since about one third of the Bay Area’s 42,000 miles of local streets and roads are potential candidates for CIR, the potential for emissions reductions is substantial. CIR saves time and money by employing a one-pass train system using existing roadway materials rather than purchasing new asphalt and aggregate. Depending on the project, cost savings range from 20 to 50 percent.

In an effort to demonstrate the CIR technology to the region, the City of

Napa and the County of Sonoma partnered on a \$2 million grant from MTC’s Climate Initiative program. The grant included \$40,000 for public education, which took the form of workshops held at MTC and a demonstration of the CIR paving process in Napa. Public works officials and representatives from the Federal Highway Administration and the National Center for Pavement Preservation attended the demonstration to view the technology. A video was made so that the benefits could be shared with other municipalities. Officials in Napa and Sonoma County estimate that using traditional methods of paving would have cost three times as much.

While CIR can be an appropriate treatment for roadways in good to poor condition, a significant portion of the Bay Area’s roadways require heavy rehabilitation or reconstruction. The cost of reconstructing a roadway is often prohibitively expensive, leading many jurisdictions to defer work and focus on preserving roadways that are in relatively good condition. Another paving technology that uses some of the same concepts as CIR, but is intended for roadways in poor or very poor condition, could allow roadways in the worst conditions to be repaired.

Full Depth Reclamation (FDR) is a recycling method in which the entire asphalt pavement and underlying materials are treated to produce a stabilized base course. Additives – such as asphalt emulsions, chemical agents, Portland cement, fly ash and lime – are added to improve the base. The steps in FDR are similar to that of CIR, in that equipment rolls over the roadway, pulverizing the existing material in the road bed. Then the additives are introduced, and the recycled material is put back in place and compacted. Since FDR typi-

cally grinds down much deeper than CIR (eight to 18 inches), the treatment is suitable for roadways that have structural and base problems in addition to severe surface distresses.

FDR exceeds CIR’s environmental and economic benefits simply because it is used to treat roadways in worse condition and the amount of material that can be recycled in place is greater. A traditional reconstruction project of 50,000 square feet would involve moving over 250 truckloads of material to and from the job site. A FDR project of the same scope would need only about four truckloads to transport additives to the job site. FDR provides for a 20-30 year design life at an average cost savings of about 45 percent over traditional rehabilitation and reconstruction treatments.

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