

# Map 21 - Highway

Moving Ahead for Progress in the 21st Century

Program	Identify Issues	Caltrans Lead	Potential Work Group Member	Internal	FHWA Lead	Timeline
<b>Funding/Programming</b>						
Overall Funding Split Determination All Programs State vs. Local		<i>Rachel Falsetti</i>	Map-21 Workgroup		Janice Richards Jermaine Hannon	
National Highway Performance Program (NHPP)		<b>Budgets</b> <i>Fardad Falakfarsa</i>	(Combined with other groups)		Maiser Khaled Aimee Kratovil	
Surface Transportation Program (STP)	Split changed to 50% local & 50% state A portion must be used for off-system bridges.	<b>Budgets/Programming</b> <i>Fardad Falakfarsa</i> <i>Muhaned Aljabiry</i>	Laura Cohen (RTT) Adriann Cardoso (OCTA) Afshin Oskoui (Blemont) Rachel Moriconi (SCCRTC) David Yale (LACMTA) Deb Hubs Smith (SRTS) Sharon Scherzinger (EDCTC) Dan Landon (NCCN) Pat DeChellis (CSAC) Kiana Buss (CSAC) Kaki Cheung (TAMC) Jose Nuncio (SANDAG)	Daniel Burke (DLA)	Janice Richards Jermaine Hannon	
Congestion Mitigation and Air Quality (CMAQ)	Map21 eliminates the formulas used to determine CMAQ distribution.	<b>Programming</b> <i>Muhaned Aljabiry</i>	Adriann Cardoso (OCTA) Afshin Oskoui (Blemont) Ashad Hamideh (LACMTA) Mike Woodman (NCCN) Kenneth Ryan Jose Nuncio (SANDAG)	Daniel Burke (DLA)	Stew Sonnenberg Jermaine Hannon	
Metropolitan Planning (MP)		<b>Planning</b> <i>Garth Hopkins</i>	Brad McAllester (LACMTA) Sharon Neely (SCAG) Elisa Arias (SANDAG)		Jack Lord Jermaine Hannon	
Highway Safety Improvement Program (HSIP)	Funding for the HSIP program has increased by about 55%. "Safety" elements of SRTS program are eligible for use under HSIP. Under HSIP, SRTS-safety projects would need to be data-driven with a focus on reducing fatalities and serious injuries.	<b>Traffic Operations</b> <i>Thomas Schriber</i>	Adriann Cardoso (OCTA) Mark Hunter (Santa Clarita) Doug Failing (LACMTA) Deb Hubs Smith (SRTS) Richard Tippet (Trinity) Pat DeChellis (CSAC) Kiana Buss (CSAC) Kaki Cheung (TAMC)	Ted Davini (DLA) Dawn Foster (DLA)	Ken Kochevar	
Transportation Alternatives Program (TAP)	Combination for TE, Recreational Trails and other alternative projects. MAP-21 Language states that the SRTS program is eligible for use TA funds and TAP is eligible STP funds. Clarification needed on SB286 (CCC), solicitation responsibility for TA, 25% to ITIP and state's role on TAP.	<b>Local Assistance</b> <i>April Nitsos</i>	Laura Cohen (RTT) Mark Hunter (Santa Clarita) Rachel Moriconi (SCCRTC) David Yale (LACMTA) Marcella Clem (HCCOG) Kenneth Ryan Sharon Neely (SCAG) Sam Kaur (SJCOCG) Ben Kim (OCTA)	Kurt Scherzinger Dawn Foster (DLA) Muhaned Aljabiry Alyssa Begley (DOTP)	Gary Sweeten	
Projects of National or Regional Significance			Teresa McWilliam (DLA)		Steve Pyburn	
Bridge Program	Shift of responsibility	<b>Local Assistance/DES/Maint.</b> <i>James Anderson</i> <i>Eric Bost</i> <i>Mike Johnson</i>	Doug Failing (LACMTA) Woodrow Deloria (EDCTC) Pat DeChellis (CSAC) Kiana Buss (CSAC)	Barton Newton (DES) Lam Nguyen (DES) Dolores Vails (Maint) Mike Johnson (Maint) Linda Newton (DLA)	Chris Long Maiser Khaled	
Recreational Trails		<b>Budgets/Programming</b>			Gary Sweeten	
Safe Routes to School (SRTS)	MAP-21 Language states that the SRTS program is eligible for use TA funds and TAP is eligible STP funds. Safety elements of SRTS program are eligible for use under HSIP. Under HSIP, SRTS-safety projects would need to be data-driven with a focus on reducing fatalities and serious injuries. SRTS-"Encouragement" elements would need to be funded under TA or STP funds.	<b>Local Assistance</b> <i>James Anderson</i>	Lynne Goldsmith (LACMTA) Deb Hubs Smith (SRTS)	Dawn Foster (DLA) Alyssa Begley (DOTP)	Ken Kochevar	
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Increased from ~\$100M to \$1B per year. Program has changed to a rolling application basis without selection criteria.	<b>Budgets/Programming</b> <i>Debra Pritchard</i>	Neil Peacock (ACTC) TBD (City of LA) David Yale (LACMTA)		Janice Richards	

Program Restructuring

	<u>Program</u>	<u>Identify Issues</u>	<u>Caltrans Lead</u>	<u>Potential Work Group Member</u>	<u>Internal</u>	<u>FHWA Lead</u>	<u>Timeline</u>
	<b>Project Delivery</b>						
<b>Performance Management</b>	<b>Program Objective</b> - Transition to a performance and outcome-based program.	Current Practices?		Maura Twomey (AMBAG) Doug Failing (LACMTA) Pat DeChellis (CSAC) Kiana Buss (CSAC) Mitch Weiss (CTC) Susan Bransen (CTC) Elsa Arias (SANDAG) Adriann Cardoso (OCTA) Dan Landon (NCCN)	Navnet Singh (TSI) Garth Hopkins (DOTP)	Aimee Kratovil	
	<b>Resource Allocation</b> - Invest resources in projects to achieve individual targets that collectively will make progress toward national goals.		<b>Strategic Planning</b> Kalie Benouar Peter Spaulding				
	<b>Performance Goals</b> - MAP-21 establishes national performance goals for Federal highway programs:						
	<b>Safety</b> —To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Need to continue to invest to prevent Run-Off-Road collisions. Infrastructure projects to install median barriers, crash cushions, guardrails, rumble strips etc. continue to be funded at locations with a collision history and locations that have potential for collisions.  California's Strategic Highway Safety Plan (SHSP) has to be updated and approved to avoid penalties. SHSP update must consider: road safety audits, fatal plus serious injury collision locations, high risk rural road locations, roads on tribal lands etc.  SHSP needs to establish performance measures and targets that must be measured in two years to determine if target has been met. Funding can be limited if target has not been met or if significant progress toward target has not been achieved.	<b>Traffic Operations</b> Jesse Bhullar	Mark Hunter (Santa Clarita) Doug Failing (LACMTA)	Ted Davini (DLA) Eric Wong (TSI)	Ken Kochevar	
	<b>Infrastructure condition</b> —To maintain the highway infrastructure asset system in a state of good repair.	Pavement & Bridge, How are they currently measured?	<b>Maintenance</b> Tony Tavares	Doug Failing (LACMTA)	Linda Newton (DLA)	Steve Healow Chris Long	
	<b>Congestion reduction</b> —To achieve a significant reduction in congestion on the NHS.	NHS is increasing in size (from 160,000 to 220,000 miles nationally). It also includes more local connectors and border crossings (for which are currently not the State's responsibility).  Need to identify portions of the new six major funding programs that are for operations.  Performance targets will be set in 18 months. We need to have input.	<b>Traffic Operations</b> Joan Sollenberger	Martha Welborne (LACMTA)	Sarah Chesebro	Vivien Hoang Maiser Khaled	
	<b>System reliability</b> —To improve the efficiency of the surface transportation system.	Need operations focus in our projects.  Need representation when determining performance targets.	<b>Traffic Operations</b> Joan Sollenberger	Martha Welborne (LACMTA)	Joan Sollenberger	Vivien Hoang Maiser Khaled	
	<b>Freight movement and economic vitality</b> —To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Current Practices?	<b>Planning</b> Bruce De Terra	Shahzad Amiri (LACMTA) Sharon Neely (SCAG)	Doug MacIvor (TSI)	Vivien Hoang Maiser Khaled	
	<b>Environmental sustainability</b> —To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Air Quality Current Practices?	<b>Environmental Planning</b> Amy Bailey	Sarah Jepson (LACMTA)	Margaret Buss (DLA)	Joseph Vaughn Stew Sonnenberg	
	<b>Reduced project delivery delays</b> —To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Current Practices? Advanced Mitigation?	<b>Project Delivery Local Assistance</b> Curt Davis	Daniel Ojeda (Lynwood) Doug Failing (LACMTA)	Joe Caputo	David Tedrick Steve Pyburn	

	<u>Program</u>	<u>Identify Issues</u>	<u>Caltrans Lead</u>	<u>Potential Work Group Member</u>	<u>Internal</u>	<u>FHWA Lead</u>	<u>Timeline</u>
	<b>Project Delivery</b>						
<b>Accelerating Project Delivery</b>	Improve efficiency in project delivery		<b>Project Delivery</b> Bob Pieplow	Daniel Ojeda (Lynwood) Doug Failing (LACMTA) Pat DeChellis (CSAC) Kiana Buss (CSAC) Richard Bacigalupo (OCTA) Stephen Maller (CTC)	Curt Davis (DLA)	Matthew Schmitz David Tedrick	
	Early Design - Allows a contracting agency to proceed, at its own expense, with any level of design activities for a project, prior to completion of the NEPA process.		<b>Design</b> Jim DeLuca			Matthew Schmitz Gary Sweeten	
	Innovative Contracting - Allows a contracting agency to award a 2-phase contract to a Construction Manager (CM) or General Contractor (GC) for pre-construction and construction services respectively.	AB2498, if enacted, would take effect on 1/1/13, granting the Department the authority to use CMGC contracting for up to 4 projects.	<b>Design</b> Jim DeLuca			Steve Pyburn Matthew Schmitz	
	120 Day Reports - Requires a report every 120 days on the status and progress of projects and activities funded under this title, with respect to compliance with NEPA, that require an annual financial plan under section 106(i), along with a sample of not less than 5 percent of the projects requiring preparation of an environmental impact statement or environmental assessment.	Develop a methodology to select the 5% project sample  Obtain from FHWA any additional data required to be added to the existing financial plan currently provided (current format is acceptable)	<b>Project Management</b> Gregg Magaziner			Wesley Rutland-Brown	
	Broadens the ability for States to acquire or preserve right-of-way for a transportation facility prior to completion of the review process required under the National Environmental Policy Act of 1969 (NEPA)	R/W Early Acquisition	<b>Right of Way</b> Don Grebe	Daniel Ojeda (Lynwood) Doug Failing (LACMTA)	Barry Leaming (DLA)	Melani Millard	
	Provides for a demonstration program to streamline the relocation process by permitting a lump sum payment for the acquisition and relocation if elected by the displaced person, enhancing contracting efficiencies, and encouraging the use of innovative technologies and practices.	Global Settlements - Needs a legal opinion	<b>Right of Way</b> Don Grebe	Daniel Ojeda (Lynwood) Doug Failing (LACMTA)		Melani Millard	
	Relocation Assistance Payments	Certain Relocation Assistance Payments increase effective 10/1/2014	<b>Right of Way</b> Don Grebe				
	23 USC Sec 327 (MAP-21 Sec 1313) Removes "pilot" from the NEPA Assignment program.	Caltrans' MOU for the pilot program expires 9/31/12. MAP-21 did not include grandfather language. Caltrans has submitted to FHWA a new MOU pursuant to MAP-21 to assign NEPA responsibilities on 10/1/12 for a period of 5-yrs. FHWA is reviewing the MOU.	<b>Environmental</b> Dale Jones	Peter DeHaan (VCTC)		Shawn Oliver	
	23 USC Sec 168 (MAP-21 Sec 1310) Environmental review process, providing for earlier coordination, greater linkage between the planning and environmental review processes, using a programmatic approach where possible, and consolidating environmental documents.	Feds have 270 days (9 months) to get through the Rule Making process which will dictate how MAP21 is rolled out.  Design work prior to PAED, which will allow design to proceed prior to choosing the preferred alternative.	<b>Environmental</b> Gina Moran	Doug Failing (LACMTA) Debbie O'Leary (Santa Clarita) Richard Bacigalupo (OCTA)	Margaret Buss (DLA)	Shawn Oliver	<b>270 Days</b>
	23 USC Sec 139 (MAP-21 Sec 1309) Establishes a framework for setting deadlines for decisionmaking in the environmental review process, with a process for issue resolution and referral, and penalties for agencies that fail to make a decision. Projects stalled in the environmental review process can get technical assistance to speed completion within four years.	Eliminates the NEPA Pilot program which gives the Department NEPA delegation.	<b>Environmental</b> Gina Moran	Doug Failing (LACMTA) Debbie O'Leary (Santa Clarita) Richard Bacigalupo (OCTA) Rob Rundle (SANDAG)	Margaret Buss (DLA)	Shawn Oliver	<b>Rulemaking required but no timeline for rulemaking identified in MAP-21</b>
23 CFR 771.117(c) (MAP-21 Sec 1315-1318) Speed up project delivery is expanded authority for use of categorical exclusions (CE).		<b>Environmental</b> Gina Moran	Doug Failing (LACMTA) Debbie O'Leary (Santa Clarita) Richard Bacigalupo (OCTA) Muggs Stoll (SANDAG)	Margaret Buss (DLA)	Shawn Oliver	<b>Emergency - 30 days; RW - 150 days; Limited Federal Assist. - 180 days; Additional CEs - 60 days</b>	
<b>Planning</b>							
<b>Transportation Planning</b>	Metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.						
	Long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.		<b>Planning</b> Garth Hopkins	Debbie O'Leary (Santa Clarita) Brad McAllester (LACMTA) Susan Bransen (CTC)	Bruce De Terra (DOTP) Alyssa Begley (DOTP)	Wade Hobbs Jermaine Hannon	
	Develop appropriate performance targets and make progress toward achieving the targets.						
	Short-term transportation improvement plan (TIP) must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.		<b>Planning</b> Garth Hopkins	Debbie O'Leary (Santa Clarita) Brad McAllester (LACMTA) Susan Bransen (CTC)		Wade Hobbs Jermaine Hannon	
Federal Lands and Tribal Transportation Programs		<b>Planning</b> Alyssa Begley	Richard Tippett (Trinity) Neil Peacock (ACTC) Susan Bransen (CTC)		Wade Hobbs Jermaine Hannon		