Overview of the Federal Aid Highway Program

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FHWA Division Administrator
Virginia
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Overview

- USDOT/FHWA Organization
- Federal Laws and Regulations
- Roles and Responsibilities
- Federal Funding
- R.O.U.T.E.S. Initiative
- One Federal Decision
Overview of USDOT

<table>
<thead>
<tr>
<th>Office of the Secretary of Transportation (OST)</th>
<th>National Highway Traffic Safety Administration (NHTSA)</th>
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</thead>
<tbody>
<tr>
<td>FAA - Federal Aviation Administration (FAA)</td>
<td>Office of the Inspector General (OIG)</td>
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<tr>
<td>FHWA - Federal Highway Administration (FHWA)</td>
<td>PHMSA - Pipeline and Hazardous Materials Safety Administration</td>
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<tr>
<td>FMCSA - Federal Motor Carrier Safety Administration (FMCSA)</td>
<td>RITA - Research and Innovative Technology Administration</td>
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<tr>
<td>FRA - Federal Railroad Administration (FRA)</td>
<td>Saint Lawrence Seaway Development Corporation (SLSDC)</td>
</tr>
<tr>
<td>FTA - Federal Transit Administration (FTA)</td>
<td>Surface Transportation Board (STB)</td>
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<tr>
<td>MARAD - Maritime Administration (MARAD)</td>
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FHWA Field Offices

Map of the United States showing the locations of FHWA Field Offices, with stars indicating Resource Center Locations.
Fundamentals and Responsibilities
Laws and Regulations

- Title 23 USC Code (23 USC)
- 23 Code of Federal Regulations (23 CFR)
- National Environmental Policy Act (EPA), Clean Air Act (CAA)…
- Occupational Safety & Health Act (OSHA), American with Disabilities Act (ADA)…
- State Laws and Regulations
- FHWA’s Directives and Policy
Characteristics of the Federal-aid Highway Program

- Federally Assisted, State Administered
- Requires States to have a Highway Agency
- Reimbursable Program - Not A Grant
- Funding tied to categories of roads
- States Pay For Maintenance
- Matching Requirements
- Contract Authority
Roles & Responsibilities under the FAHP

**FHWA Role**
- Review and approve State proposals
- Issue standards and best practices for initiating and managing projects
- Provide oversight and guidance on projects
- Reimburse States for eligible expenses

**State Role**
- Develop a Statewide 20-yr Plan in coordination with Metropolitan Planning Organizations (MPOs)
- Develop, plan, design, initiate and construct projects
- Maintain and operate highways
- Provide oversight to LPA Projects

**Partnership**
Functional Classification
Eligibility for Federal Financial Assistance

Local & Rural Minor Collectors
75%
(limited eligibility)

Other Fed-aid highways 20%
Interstates 1%
Other NHS 4%

4 Million Miles of Public Roads Total
About 90 percent of the FAHP consists of the following “core” programs:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program; and
- National Highway Freight Program (NHFP).
## Virginia 2020 Apportionment ($) under FAST Act

<table>
<thead>
<tr>
<th>State</th>
<th>National Highway Performance Program</th>
<th>Surface Transportation Block Grant Program</th>
<th>Highway Safety Improvement Program</th>
<th>Railway-Highway Crossings Program</th>
<th>Congestion Mitigation &amp; Air Quality Improvement</th>
<th>Metropolitan Planning</th>
<th>National Highway Freight Program</th>
<th>Apportioned Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>630,756,761</td>
<td>315,701,430</td>
<td>64,143,588</td>
<td>4,889,748</td>
<td>58,893,491</td>
<td>8,154,467</td>
<td>38,482,756</td>
<td>1,121,022,241</td>
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Rural Transportation Challenges

19% of Americans live in rural areas, but 69% of our nation’s total lane-miles are in rural areas

**Safety**
- The fatality rate per 100 million vehicle-miles traveled is **2.1 times** greater in rural areas
- **46%** of highway fatalities occur on rural roads

**Infrastructure Condition**
- **80%** of closed bridges and **90%** of posted bridges are in rural areas
- Detours required by a closed or posted bridge are **3 times** longer in rural areas

**Traffic and Usage**
- **44%** of rural passenger vehicle traffic are urban residents traveling to destinations outside their urban home
- **47%** of truck VMT occurs in rural areas

*Posted = 53,924  Closed = 3,290*
The R.O.U.T.E.S. Initiative

Rural Opportunities to Use Transportation for Economic Success

R.O.U.T.E.S. is a new USDOT initiative that will...

1. Collect input from stakeholders on the benefits rural projects offer for safety and economic outcomes, as well as the type and degree of assistance rural projects require

2. Provide user-friendly information to rural communities to enhance understanding about USDOT’s infrastructure grant options

3. Improve USDOT’s data-driven approaches to better assess needs and benefits of rural transportation infrastructure projects

Established by DOT 5050.1
Organizational Structure

**R.O.U.T.E.S. Council**
(OST and Modal Leadership)
- Meets quarterly
- Leads Initiative
- Coordinates rural-related programs

**R.O.U.T.E.S. Management Team**
(FHWA, FTA, FRA, FAA, OST-P Management)
- Meets monthly
- Manages Working Groups toward deliverables
- Provides data/input to Council

**Collecting Input**
- Education and Outreach Sessions at Key Stakeholders Events
- Federal Register Request for Information (public comment)

**Providing User Friendly Information**
- Website (with eligibility maps)
- Rural Resources Toolkit
- Modal Rural Liaisons?
- Technical Assistance Program?

**Improving USDOT Approaches**
- Discretionary Grants
- Policy / Guidance (including STR)
- Data and Analysis
6 discretionary grant programs at FHWA may fund capital infrastructure projects to improve the safety, condition, and usage of infrastructure

<table>
<thead>
<tr>
<th>INFRASTRUCTURE (CAPITAL) DISCRETIONARY GRANT PROGRAMS*</th>
<th>FY19 FUNDING*</th>
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<tbody>
<tr>
<td>Nationally Significant Federal Lands and Tribal Projects</td>
<td>FY18 - $300,000,000 FY19 - $25,000,000</td>
</tr>
<tr>
<td>Tribal Transportation Program Safety Fund</td>
<td>$9,900,000</td>
</tr>
<tr>
<td>Advanced Transportation and Congestion Management Technologies Deployment</td>
<td>$60,000,000</td>
</tr>
<tr>
<td>Accelerated Innovation Deployment (AID) Demonstrations</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Surface Transportation System Funding Alternatives (STSFA)</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Competitive Highway Bridge Rehabilitation / Replacement Program</td>
<td>FY18 - $225,000,000 FY19 – Formula</td>
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</tbody>
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<tr>
<th>INFRASTRUCTURE (CAPITAL) FINANCE PROGRAMS</th>
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<tr>
<td>Grant Anticipation Revenue Vehicles (GARVEE Bonds)</td>
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<tr>
<td>Section 129 Loans</td>
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*FY19 unless otherwise noted. Based on the most recent, publicly-available data, Notices of Funding Opportunity, and inputs from OST-B.
OST-P is reviewing USDOT discretionary grant programs to understand how the Department is serving rural communities through investments in infrastructure condition, safety, and usage.

**THE VISION**
Understand the infrastructure needs of rural areas and how the Department can better meet those needs through discretionary grant program funding.

**THE GOAL**
Conduct a current state analysis of up to four fiscal years of modal discretionary grant program data.

**PHASE I: DATA GATHERING**

**PHASE II: ANALYSIS**

**PHASE III: TOOLKIT**

**MODAL DISCRETIONARY GRANT PROGRAM ANALYSIS**

**R.O.U.T.E.S.**
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS
One Federal Decision
One Federal Decision Background

- Requires major infrastructure projects be processed as “One Federal Decision”
  - Multiple Authorizations by Federal Agencies
  - EIS
  - Reasonable Availability of Funds
- Sets goal for completing environmental reviews and authorization decisions to an agency average of not more than 2 years from publication of NOI
- DOES NOT replace current laws and regulations
Key Aspects of One Federal Decision

- Develop **single Permitting Timetable** for the necessary environmental review and authorization decisions;
- Prepare **single EIS**;
- Sign **single record of decision (ROD)**;
- Issue all necessary authorization decisions **within 90 days** of ROD issuance;
- Performance **accountability** reporting
FHWA OFD Projects

- U.S. Route 58/220 Bypass to North Carolina State Line Limited-Access Study (Virginia)
- I-495/I-270 Managed Lanes Study (Maryland)
- Allston I-90 Multimodal Project (Massachusetts)
- I-285 Top End Express Lanes (Georgia)
- I-526 Lowcountry Corridor West Improvements (South Carolina)
- Route 5 Buffalo Skyway (New York)
Questions