

## Frequently Asked Questions

### FY 2014-2019 Six Year Improvement Program Development

1. ***Why is there a reduction in the FY 2014-2019 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) allocations?***

Since the adoption of the FY 2013-2018 Six-Year Financial Plan and Six-Year Improvement Program by the Commonwealth Transportation Board in June 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was passed by Congress and signed into law on July 6, 2012 by the President. Since this time, VDOT has reviewed the two-year authorization bill and guidance provided by Federal Highway Administration (FHWA) and planned for its implementation. Given the timing of the federal action and the delay in subsequent guidance, the current Six-Year Financial Plan (SYFP), the Budget and the Six-Year Improvement Program (SYIP) were not revised in FY 2013. To implement MAP-21, the FY 2013 federal funds and related allocations as budgeted were cross-walked to the new MAP-21 programs. Allocations that are distributed by population, like CMAQ and RSTP, were also updated based on the latest population estimates. As a result, adjustments to the budgeted FY 2013 federal allocations were identified to align with the MAP-21 categories and funding levels. The adjustments required to the FY 2013 allocations were incorporated into the FY 2014 preliminary allocations. Therefore, adjustments to FY 2013 CMAQ and RSTP allocations have been incorporated in the draft FY 2014 allocations.

In addition to updating the federal revenue estimates based on MAP-21, management decided to hold future federal revenue estimates at the MAP-21 funding level. Previously, federal revenues were assumed to grow based on the estimated growth in taxable motor fuel consumption in Virginia. In looking beyond FY 2014, we considered the fact that the funding levels provided by the SAFETEA-LU extensions and by MAP-21 were essentially held flat and that future growth in federal funding is a major concern. Considering these facts, the federal revenue estimates in the FY 2014-2019 Six-Year Financial Plan assume no growth beyond the end of MAP-21, holding FY 2015 – 2019 federal revenues at the unadjusted forecasted FY 2014 amounts.

The decision regarding the forecasting of federal revenues was noted in several recent presentations to the Commonwealth Transportation Board, linked below.

#### **January 16, 2013**

[Preliminary Outlook for the FY 2014 - 2019 - CTF Six-Year Financial Plan](#)

(Beginning on slide 12)

#### **February 20, 2013**

[Commonwealth Transportation Fund - Fiscal Years 2014 - 2019 Preliminary](#)

## Frequently Asked Questions

### FY 2014-2019 Six Year Improvement Program Development

2. ***Have the budget estimates for FY 2013 CMAQ and RSTP funds changed?***

No, any necessary adjustments have been made in FY 2014.

3. ***Why is there a set-aside of CMAQ funds for PM 2.5 and who can use these funds?***

Under MAP-21, "a State with PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits. Highlighted CMAQ eligibilities include transit operating assistance and facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization)."

The National Capital Region Transportation Planning Board (Northern Virginia MPO area) is currently the only area non-attainment for PM 2.5 in Virginia, and therefore, the only area eligible for this funding.

Information regarding PM 2.5 and CMAQ eligibility may be found on FHWA's website at:

<http://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm>

<http://www.fhwa.dot.gov/map21/cmaq.cfm>

4. ***What impact will the revised federal highway functional classification have to funding in the SYIP?***

Functional classification impacts which facilities are eligible for federal funds while facilities on the NHS impacts eligibility for NHPP funds. However, the funding does not change, just which roads are eligible.

VDOT's Transportation and Mobility Planning Division has been working with Metropolitan Planning Organizations and Planning District Commissions to update federal functional classification and NHS designation in accordance with MAP-21 eligibility requirements (<http://www.fhwa.dot.gov/map21/>).

Under MAP-21, the NHS was expanded from approximately 165,000 miles to approximately 220,000 miles when Principal Arterials not currently on the NHS were added to the NHS. VDOT received FHWA conditional approval of the enhanced (expanded) NHS in October 2012. Final FHWA approval will only occur after a coordinated review with MPOs and PDCs across the state. This coordinated review is currently underway, with modifications to the federal functional classification and NHS designation occurring on an as needed basis. All modifications must be made in accordance with FHWA Federal Functional Classification Guidelines.

MAP-21 Expanded NHS Questions and Answers:

<http://www.fhwa.dot.gov/map21/qandas/ganhs.cfm>

NHS Guidance:

<http://www.fhwa.dot.gov/legsregs/directives/fapg/cfr0470a.htm>

## Frequently Asked Questions

### FY 2014-2019 Six Year Improvement Program Development

5. ***How does MAP-21 funding affect funds that were programmed as part of the FY2013-2018 SYIP?***

It is anticipated that there will be a revenue reduction of approximately \$700m over the six years as a result of MAP-21. This results in a reduction in all federal fund categories.

MAP-21 consolidated fund categories and VDOT has established new funding nomenclature based on the MAP-21 fund categories. VDOT then performed a cross-walk of the FY 2013 funds from the FY2013-2018 SYIP to the new MAP-21 fund categories. It should be noted that funding levels (budget figures) have not been revised as part of this cross-walk just the nomenclature utilizing the new funding requirements.

6. ***Are only NHS facilities eligible for NHPP funds?***

Yes, National Highway Performance Program (NHPP) funds can only be used on facilities that are included on the NHS. In addition, the NHS will be required to meet future performance targets for pavement, structure condition and meet federal eligibility requirements. There are other fund categories available such as Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP - previously Enhancement and SRTS), and CMAQ that can be programmed to non-NHS projects.

Transportation Alternatives Webpage: <http://www.virginiadot.org/business/prehancegrants.asp>

CTB Presentations: September 2012 -

[http://www.ctb.virginia.gov/resources/2012/sept/pres/Presentation\\_Agenda\\_Item\\_6\\_Transportation\\_Alternatives.pdf](http://www.ctb.virginia.gov/resources/2012/sept/pres/Presentation_Agenda_Item_6_Transportation_Alternatives.pdf)

March 2013 -

[http://www.ctb.virginia.gov/resources/2013/mar/pres/Presentation\\_Agenda\\_Item\\_9.pdf](http://www.ctb.virginia.gov/resources/2013/mar/pres/Presentation_Agenda_Item_9.pdf)

7. ***Should NHPP be considered the only reliable source of funding?***

No, as stated in the response to Question 6, STP and other fund categories (based on eligibility) are also available under MAP-21.

8. ***Is there an advantage to reclassifying as many roads as possible as Principal Arterial to be eligible for NHPP funds?***

No, as stated in response to Questions 4 and 5, there are eligibility requirements for roadway functional classification. MAP-21 has eliminated the previous mileage cap for the NHS allowing for expansion to include additional non-NHS principal arterial highways. This new network must not only meet principal arterial criteria, but will also have to meet specific, yet-to-be determined performance criteria. Failure to meet these criteria could impact Virginia's access to federal funds. Only those facilities meeting criteria for principal arterials should be functionally classified as such. Federal guidance does not allow a highway to be reclassified for the sole intent of becoming eligible for a specific funding program.

## Frequently Asked Questions

### FY 2014-2019 Six Year Improvement Program Development

FHWA Functional Classification Guidelines:

[https://www.fhwa.dot.gov/planning/processes/statewide/related/functional\\_classification/fc00.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc00.cfm)

2008 Updated Guidance for the Functional Classification of Highways:

<http://www.fhwa.dot.gov/policy/ohpi/hpms/fchguidance.cfm>

9. ***What are the applications and restrictions of NHPP fund use? For example, is a bridge project on a non-NHS facility eligible for BR funds now that BR funds are included in NHPP?***

Using the example provided, any project on a non-NHS facility is not eligible for NHPP funds. MAP-21 includes other funds for use on non-NHS designated routes; including under STP a set aside for off-system bridges.

Note: VDOT is continuing its efforts to understand the impacts of MAP-21, especially as it relates to development of the FY 2014-2019 SYIP. We will continue to update these FAQs as needed.

Additional information can be obtained at <http://www.fhwa.dot.gov/map21/>

If you have additional questions, please submit to Margie Ray at [margit.ray@vdot.virginia.gov](mailto:margit.ray@vdot.virginia.gov).