

# Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)

Major Provisions of the Enrolled Bill  
August 2012

# Moving Ahead for Progress in the 21st Century Act (MAP-21)

Signed into law by President Obama on July 6,  
2012

Extends current law (SAFETEA-LU) through  
September 30, 2012

Goes into full effect October 1, 2012

Authorizes programs for two years, through  
September 30, 2014

# MAP-21 themes

- Strengthens America's highway and public transportation systems
- Creates jobs and supports economic growth
- Supports the Department's aggressive safety agenda
- Simplifies and focuses the Federal program
- Accelerates project delivery and promotes innovations
- Establishes a performance-based Federal program

# Stable funding

- Program authorized through FY14
  - Current law through end of FY12
  - Most new provisions go into effect on October 1<sup>st</sup>
- Avg. annual funding at FY12 levels (plus minor inflation)
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund (HTF)
- Substantial programmatic consolidation
  - No earmarks
  - Most discretionary programs eliminated

# Apportioned programs

# Program structure

| MAP-21   | Current Law  |
|--|--|
| National Highway Performance Program (NHPP)                    | NHS, IM, & Bridge (portion)                        |
| Surface Transportation Program (STP)                           | STP, ADHS & Bridge (portion)                       |
| Congestion Mitigation & Air Quality Improvement Program (CMAQ) | CMAQ   |
| Highway Safety Improvement Program (HSIP)                      | HSIP, High Risk Rural Roads                        |
| Railway-Highway Grade Crossing                                 | Railway Highway Grade Crossing                     |
| Metropolitan Planning  | Metropolitan Planning                              |
| Transportation Alternatives (setaside from formula programs)   | TE, Recreational Trails, and Safe Routes to School |
| Ferry Program (formula)  | Ferry Discretionary                                |

# A new approach to formulas

Authorize lump sum for all apportioned programs

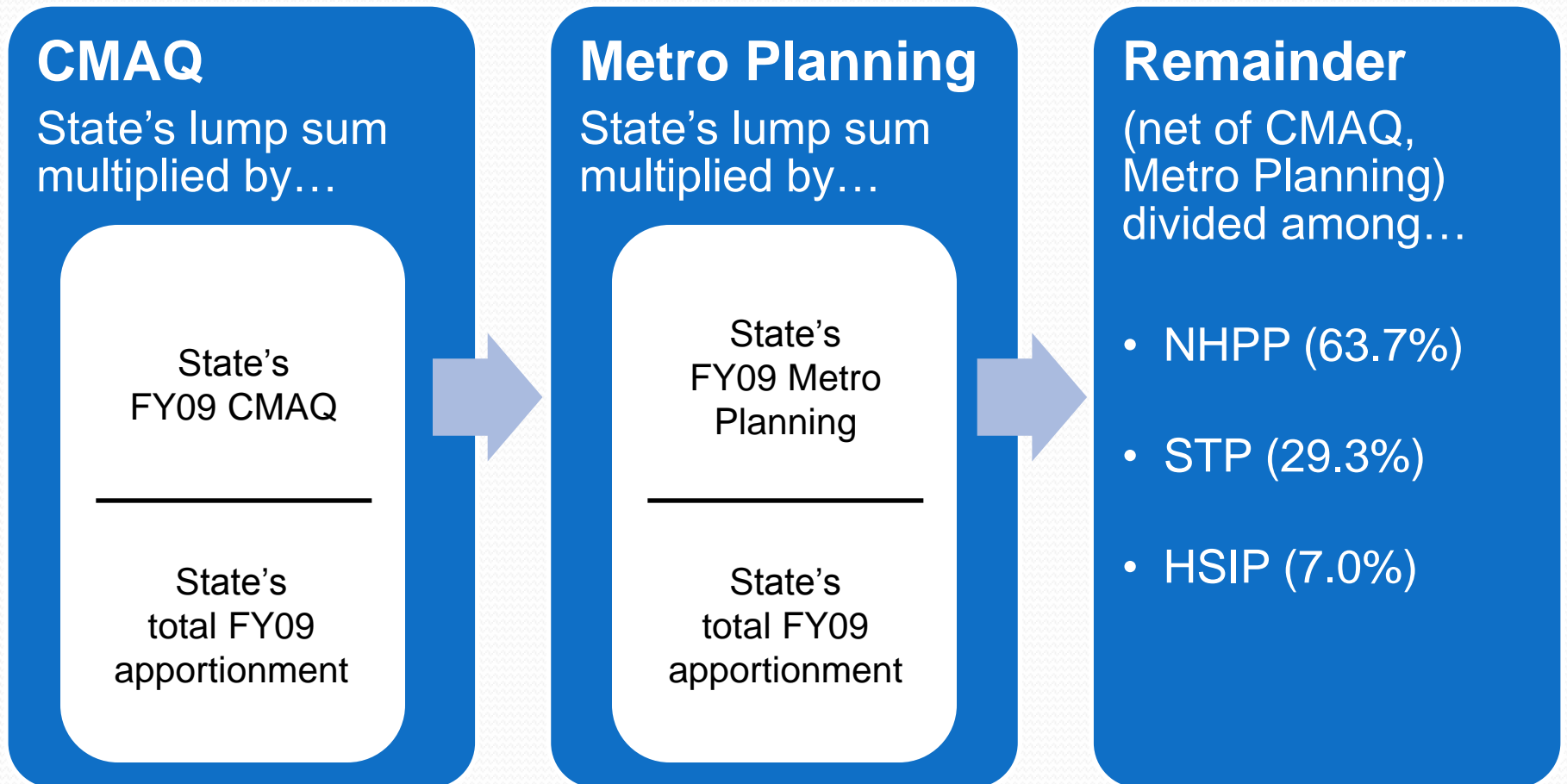


Calculate total amount to apportion to each State



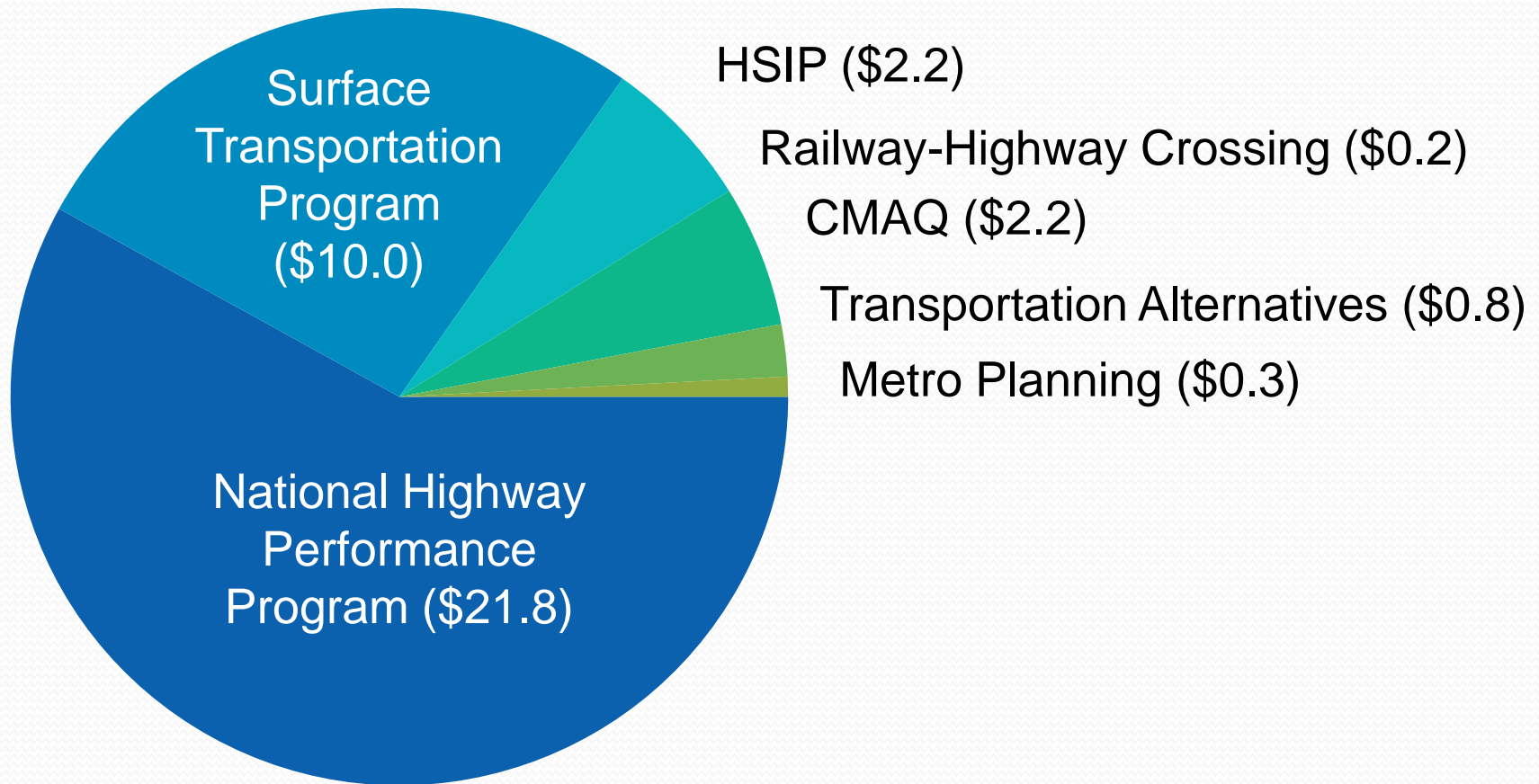
Divide State lump sum among programs

# Division of a State's apportionment among programs





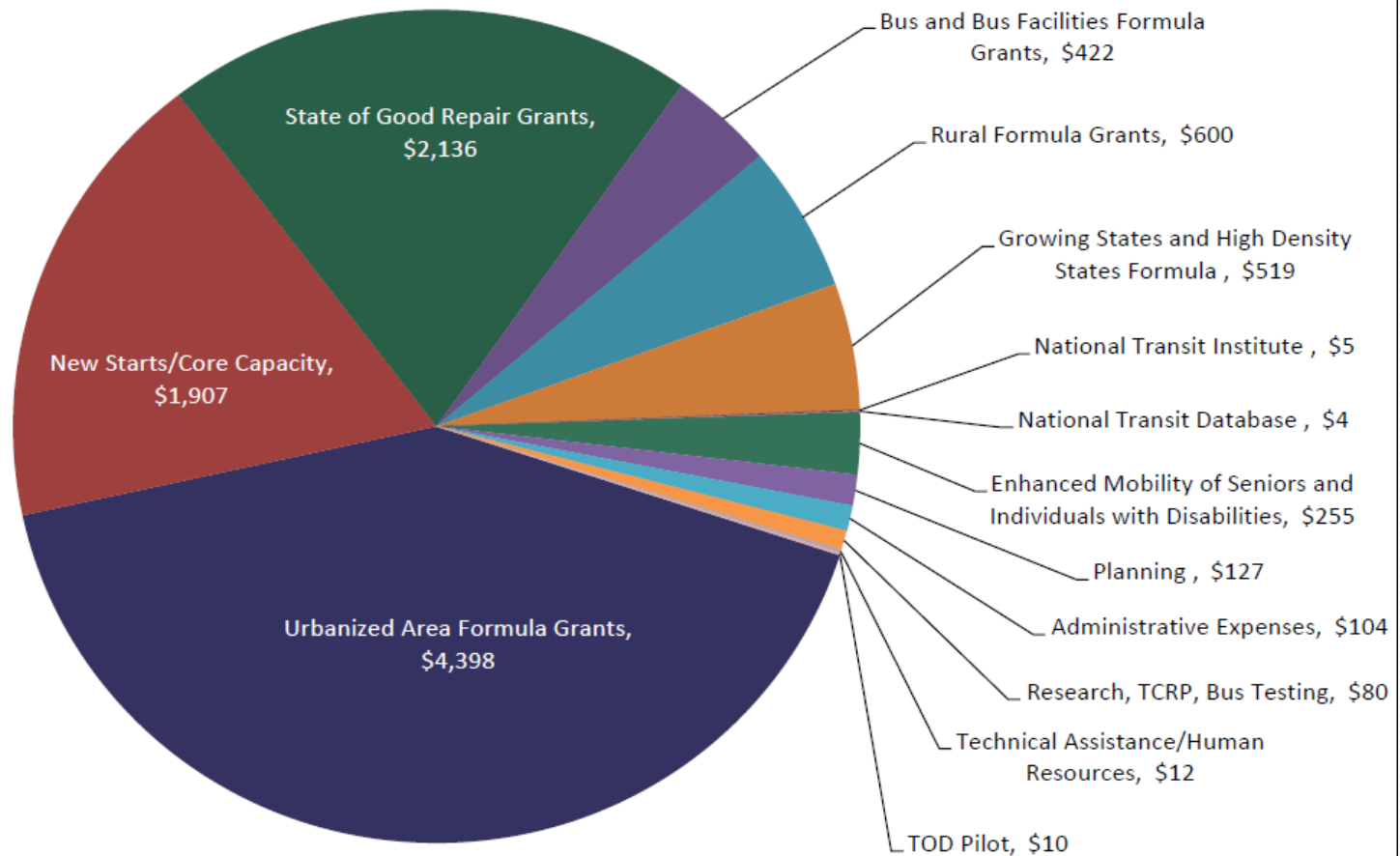
# \$37.7 billion/year in formula funding



Note: Amounts in \$ billions; individual program amounts do not add exactly to total due to rounding.

# MAP-21 Transit Funding

FY 2013 Authorized Funding = \$10.578 Billion



# Details on Individual Programs

# National Highway Performance Program (\$21.8B)

- Funds an enhanced National Highway System, combining functions of the existing NHS, IM and Bridge Programs
- Enhanced NHS includes existing NHS, all principal arterials, STRAHNET, and intermodal connectors
- Requires an asset management plan
- States set targets for conditions and performance
- Min. standards for Interstate & bridge conditions in a State
  - DOT sets minimum standard for Interstate pavement condition
  - Law sets standard for NHS bridges – no more than 10% deck area may be structurally deficient

# Surface Transportation Program (\$10.0B)

- Continued flexible funding for Federal-aid highways, plus safety and bridges on any public road
- Eligibility for transportation enhancements, recreational trails, ferry boats, consolidated border infrastructure program, truck parking facilities, and safe routes to schools (no set-aside)
- 50% of funds subject to suballocation based on population
- Rural provisions enhanced
  - Rural planning organizations, if any, must be consulted
  - Up to 15% of rural suballocation may be spent on minor collectors

# Highway Safety Improvement Program (\$2.4B)

- Dramatically increases size of existing program
- Maintains current structure; adds requirements for regular update of the strategic highway safety plan
- Keeps setaside (\$220M/year) for rail-highway grade crossings
- No setaside for high risk rural roads unless safety statistics worsen
- Secretary to establish measures and States to set targets for number of injuries/fatalities and number per VMT
- Strengthens link between HSIP and NHTSA programs

# Cong. Mitigation & Air Quality Improvement Program (\$2.2B)

- Continues current program, but with no suballocation
- States with PM 2.5 areas must use a portion to reduce PM 2.5
- Some expanded authority to use funds for transit operations
- Explicit support for installation of facilities serving electric or natural gas-fueled vehicles
- CMAQ outcomes assessment study required

# Transportation Alternatives (TA)

- Incorporates eligibilities from many current programs
  - Most (but not all) formerly TE-eligible activities
  - Recreational trails program
  - Safe Routes to Schools program
  - Planning, designing, or constructing roadways within the ROW of former Interstate or other divided highways.
- Similar funding level to TEs under SAFETEA-LU
  - Total TA \$ equal to 2% of MAP-21 highway funding
  - Funded via takedown from each State's formula funds
  - 50% suballocated for more local control
  - 50% State allocation can be transferred to other formula programs



# Continued authority to transfer among formula apportionments

- State may transfer up to 50% of any apportionment to another formula program
- ... except no transfers of the following:
  - Metro planning funds
  - Suballocated STP funds
  - Suballocated Transportation Alternative funds

# Performance and Planning

# Performance Management

- Map-21 identifies national goal areas
- USDOT establishes measure, with input
- States set targets
- State & metro plans describe how the organization will use program and project selection to help achieve targets
- States report to USDOT on progress toward targets (within 4 yrs of enactment; biennially thereafter)
- Reports typically lead to corrective actions (not sanctions)
- Consequences if condition of NHS falls below thresholds

# National Goals and Performance Management Measures

## Seven Goal Areas

- SAFETY
- INFRASTRUCTURE CONDITION
- CONGESTION REDUCTION
- SYSTEM RELIABILITY
- FREIGHT MOVEMENT AND ECONOMIC VITALITY
- ENVIRONMENTAL SUSTAINABILITY
- REDUCED PROJECT DELIVERY DELAYS

# Twelve Performance Measures

- Condition of pavements on the Interstate System and condition of pavements on the National Highway System
- Condition of bridges on the Interstate and on the National Highway System
- Performance of the Interstate System and performance of the National Highway System
- Serious injuries and fatalities per vehicle mile traveled
- Total number of serious injuries and fatalities
- Measures to assess traffic congestion and on-road mobile source emissions (only in TMAs over 1m population)
- Measure to assess freight movement on the Interstate System

# Transportation Planning

- Metropolitan Planning
  - Population thresholds for MPOs and TMAs unchanged
  - MPOs to establish performance targets
  - Long range plan incorporates other performance goals
  - TIP to be updated at least every 4yrs
  - MPO serving TMA selects all projects except those on NHS, which are selected by State with MPO cooperation
- Statewide & Nonmetropolitan Planning
  - Transition to performance-based, outcome-driven planning process, with State setting performance targets
  - Long range plan includes reports on conditions & performance of system relative to established performance measures
  - Long range plan incorporates other performance measures

# Project Delivery

# Accelerating project delivery

- Any State can choose to assume specific CE designations in FHWA NEPA regulations
- Use of construction manager/general contractor (CMGC) method of contracting
- Accelerated completion of complex projects (4 yr) when State requests technical assistance
- Demonstration project for lump sum payments for purchase of ROW
- Increased Federal share for some innovative techniques



# Accelerating the Environmental Process

- Environmental review process streamlining
  - FEIS and ROD combined in certain conditions
  - Allows for the use of planning products in NEPA process
  - Deadlines for issue resolution, with penalties for agencies
  - Programmatic mitigation plans
  - Reduced statute of limitations on claims (150 days, not 180)
- Expanded authority for categorical exclusions
  - Multi-modal projects
  - Projects to repair roads damaged in declared emergency
  - Projects within existing operational right-of-way
  - Projects receiving limited Federal assistance

**Next steps?**

# Next steps

- Communication
  - Webpage
  - Summary
  - Fact sheets and Q&As
- Implementation
  - October 1 “phase in”
  - Transitional procedures
  - Follow-on guidance and regulation
- <http://www.fhwa.dot.gov/map21>