

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

August 2012

This presentation is a modified version of the webinars delivered by FHWA HQ. Refer to www.fhwa.dot.gov/map21 for more complete information.

Stable funding

- Program authorized through FY14
 - Current law through end of FY12
 - Most new provisions go into effect on October 1st
- 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

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Apportioned programs

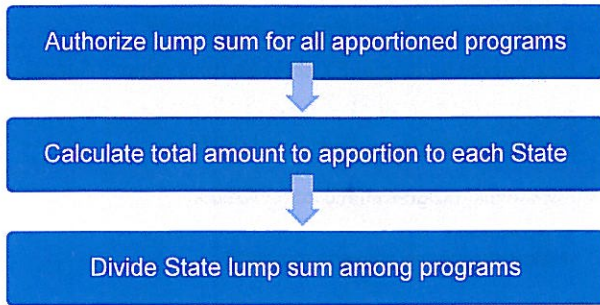
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Program structure

MAP-21	Current Law
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (portion)
Surface Transportation Program (STP)	STP & Bridge (portion)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing <i>(takedown from HSIP)</i>	Railway Highway Grade Crossing
Metropolitan Planning	Metropolitan Planning
Transportation Alternatives <i>(set aside from NHPP, STP, HSIP, CMAQ, and Metro Planning)</i>	TE, Recreational Trails, and Safe Routes to School

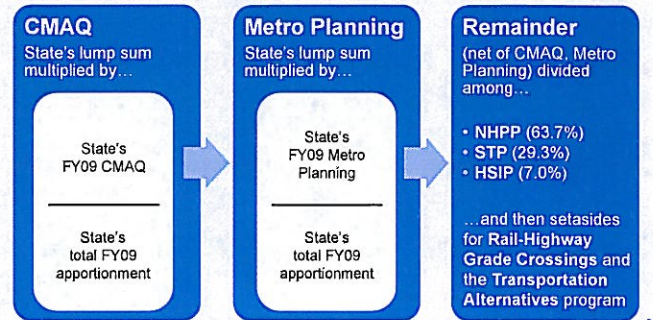
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A new approach to formulas



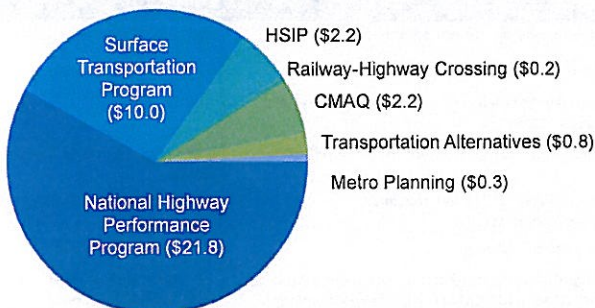
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Division of a State's apportionment among programs



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\$37.7 billion/year in formula funding



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

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Surface Transportation Program (\$10.0B)

- Continued flexible funding for Federal-aid highways, plus safety and bridges on any public road
- Eligibility for transportation enhancements, rec 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

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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 to set minimum standard for Interstate pavement condition
 - Law sets standard for NHS bridges -- no more than 10% of deck area may be structurally deficient

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Highway Safety Improvement Program (\$2.4B)

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

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Congestion Mitigation & Air Quality Improvement Program (\$2.2B)

- Continues the current program with changes
- Performance plans for large TMAs (to include air quality and congestion measures)
- States with PM 2.5 areas must use a portion of their funds 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

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Transportation Alternatives (TA) (\$814M)

- 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

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Performance & planning

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Transportation planning

- Metropolitan planning
 - Population thresholds for MPOs and TMAs unchanged
 - MPOs to establish performance targets
 - Long range plan incorporates other performance plans
 - TIP to be updated at least every 4 yr
 - MPO serving a 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 report on conditions & performance of system relative to established performance measures
 - Long range plan incorporates other performance plans

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Performance management

- MAP-21 identifies national goal areas
- USDOT establishes measures, 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 yr of enactment; biennially thereafter)
- Reports typically lead to corrective actions (not sanctions)
- Consequences if condition of NHS falls below thresholds

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The Congestion Mitigation and Air Quality Improvement (CMAQ) Program: *Changes Under MAP-21*

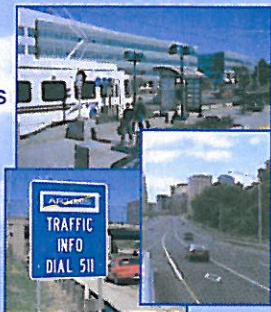
Michael Koontz
September, 2012

U.S. Department of Transportation
Federal Highway Administration

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

Projects Funded

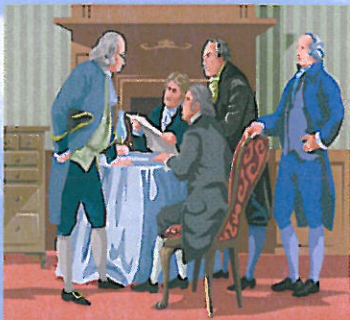
- Nearly \$30 billion invested in 28,000 projects since 1992
- Wide range of eligible projects
 - ❖ transit improvements
 - ❖ traffic flow improvements
 - ❖ shared ride services
 - ❖ demand management
 - ❖ bicycle and pedestrian projects
 - ❖ alternative fuels
 - ❖ inspection & maintenance programs
 - ❖ freight services
 - ❖ experimental pilots
 - ❖ diesel retrofits
 - ❖ anti-idling facilities



CMAQ & MAP-21

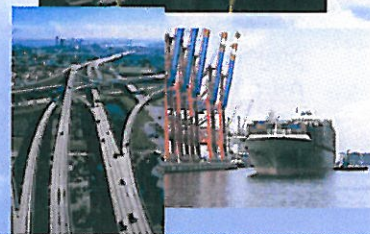
MAP-21 and CMAQ—the basics! (Section 1113)

- Program continues for 2013 and 2014
- State CMAQ is based on FY 09 proportions
- Eligibility guidelines intact
- Priority for PM 2.5
- Performance planning



Estimated CMAQ Funding

- FY 2013—
\$2.21 Billion
- FY 2014—
\$2.23 Billion



Apportionment

- CMAQ statutory formula removed in MAP-21
- State's Federal-aid Highway Program total based on prior years
- CMAQ based on FY 09 proportion of FAHP
- FY 14 includes steps for minimum assurance—95% of State's HTF contribution ¹¹

Project Eligibility

- Prior eligibilities continue in MAP-21
- Highlighted language for:
 - ❖ *electric and natural gas vehicle infrastructure*
 - ❖ *diesel retrofits*
 - ❖ *construction equipment and vehicles*
 - ❖ *traffic flow efforts*

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Suballocation & PM_{2.5} Priority

- **NO** CMAQ suballocation included in MAP-21
- In PM_{2.5} areas, 25% of funds must support projects that reduce PM_{2.5}, *including diesel retrofits*
- Calculation process to be determined

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Cost Effectiveness



- Program focus on cost efficiency
- Tables, graphics to be developed that illustrate cost-effectiveness
- States and MPOs to use tables in selecting CMAQ projects

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Performance Plan

- Required for MPOs with TMAs over one million population that are nonattainment or maintenance
- Includes emissions and congestion
- Updated biennially and requires progress report from previous plan



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Performance Measures

- Required under 23 USC 150(c)
- For the purpose of carrying out the CMAQ program, USDOT shall establish measures for States to use to assess:
 - ❖ Traffic congestion
 - ❖ On-road mobile source emissions

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Outcomes Study

- Assessment of CMAQ since S-LU enactment
- Conducted by independent scientific research organization
- Funded at \$1 million, due in 2014
- Sample of projects, case studies to determine:
 - ❖ emissions reduction achieved
 - ❖ health impacts tied to improved air quality
 - ❖ potential improvements in modeling, analysis

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Further guidance coming on:

- *Operating Assistance*
- *PM_{2.5} Priority*
- *Performance Plans*



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Questions?

