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

Program structure

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

CMAQ
State’s lump sum multiplied by...

State’s FY09 CMAQ

Metro Planning
State’s lump sum multiplied by...

State’s FY09 Metro Planning

Remainder
State’s lump sum divided among...

- NHPP (63.7%)
- STP (29.3%)
- HSIP (7.0%)

... and then set-asides for Rail-Highway Grade Crossings and the Transportation Alternatives program

$37.7 billion/year in formula funding

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

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

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

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

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 TEAs under SAFETEA-LU
  - Total TA $ equal to 2% of MAP-21 highway funding
  - Funded via reallocation from each State’s formula funds
  - 50% suballocated for more local control
  - 50% State allocation can be transferred to other formula programs
Transportation planning
- Metropolitan planning
  - Population thresholds for MPOs and TMAa 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
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

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

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

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

### 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

### 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

### Further guidance coming on:
- Operating Assistance
- PM2.5 Priority
- Performance Plans
Questions?