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

Key Provisions and Changes to Federal Transportation Law

August 2, 2012

General Provisions

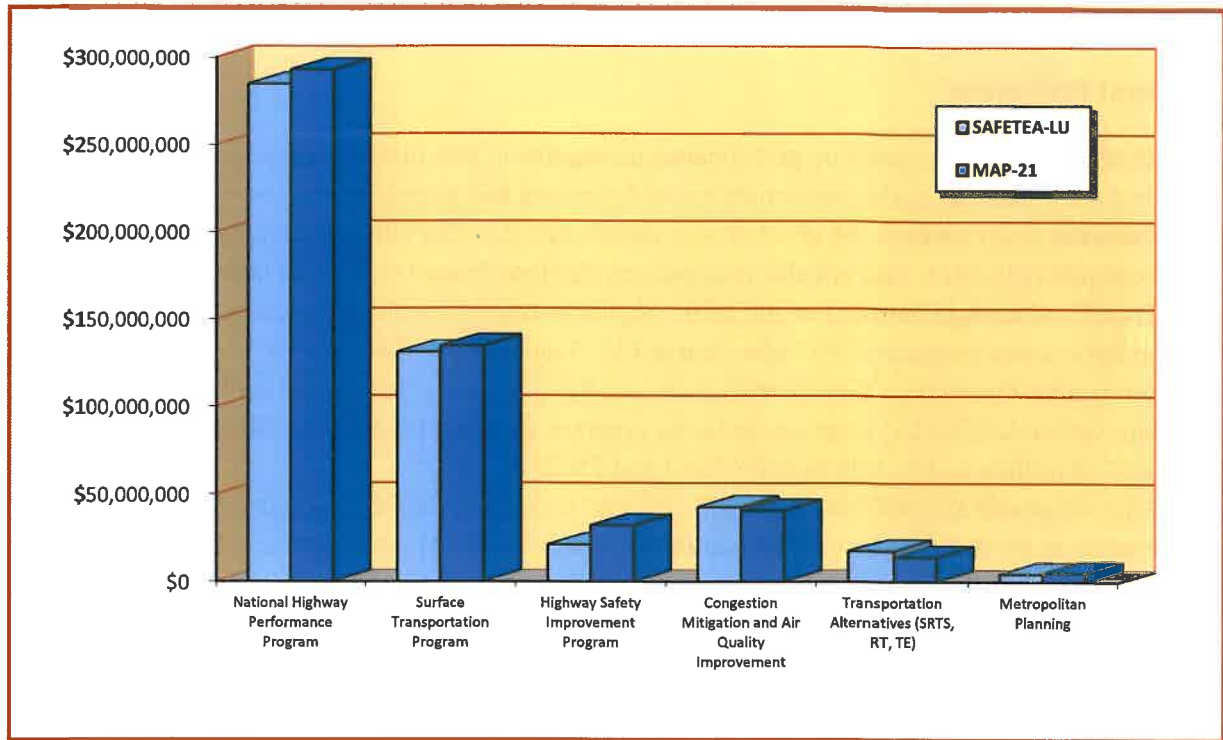
- **MAP 21 Focus.** Emphasis on performance management, consolidation of programs, increased flexibility for States, national goals, performance based planning and programming, and target setting and reporting.
- **Duration and Funding.** MAP-21 is a 27-month authorization bill, providing spending authority through September 30, 2014. The bill also reauthorizes the three federal motor fuel taxes that support the Highway Trust Fund through September 30, 2016. Maintains overall funding at existing levels. Colorado apportionment estimates: \$517.0 million in FY 13 and \$522.4 million in FY 14.
- **Innovative Financing.** Significantly increases funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, inflating program spending from \$122 million in the current fiscal year to \$750 million and \$1 billion in FY 2013 and FY 2014.
- **Environmental Streamlining.** The bill contains several provisions to accelerate project delivery in relation to the National Environmental Policy Act (NEPA). More projects can be included under the Categorical Exclusion provision than previously were allowed.
- **Asset Management.** States must develop a risk based asset management plan that will result in a strategic and systematic process of operating, maintaining and improving physical assets that will achieve and sustain a desired state of good repair at minimum practicable cost.
- **Flexibility.** States are permitted to transfer up to 50% of funds between NHPP, STP, HSIP, and CMAQ.

Programs and Funding

- **National Highway Performance Program (NHPP).** MAP-21 consolidates the Interstate Maintenance Program, National Highway System formula programs, and the on-system portion of the Highway Bridge Program into a consolidated National Highway Performance Program. The new program is heavily focused on system improvement and preservation, and serves as the primary formula grant program to state DOTs.
- **Surface Transportation Program (STP).** Off-system bridges are now funded under the STP program, while on-system bridges are funded under the NHPP. States are required to dedicate the equivalent of at least 15 percent of their 2009 Highway Bridge Program funds for off-system bridges.
- **Highway Safety Program.** The highway safety program is simplified by bringing a number of grant programs under a single process.
- **Transportation Alternatives Program (TA).** Prior to MAP 21, funding for Bike/Ped was provided primarily by Transportation Enhancements, Safe Routes to Schools, and Recreational Trails. These are now combined in the Alternatives (TA) program along with some other eligible activities. The funding level for TA is about one-third less than the previous funding for these combined programs.

- **Congestion Mitigation and Air Quality (CMAQ).** The Congestion Mitigation and Air Quality program funds are utilized in non-attainment or maintenance areas. MAP-21 expands CMAQ to include telecommuting, ride-shares, car-shares, alternative work hours, and roadway pricing. The restriction on use of funds for single occupant vehicles is eliminated.

Chart 1. Primary USDOT Formula Grants -- Pre- and Post-MAP-21



Performance Management

- **Goals and Measures.** MAP-21 provides a number of new performance goals, measures, and reporting requirements. States will set targets and report on progress toward those targets. US DOT will set measurement standards for condition of pavement and bridges, and for performance of the National Highway System. Other performance areas include fatalities and injuries, mobile source emissions, traffic congestion and freight movement.

Metropolitan Planning

- **Performance Based Planning.** Requirement for Plan and TIP to be developed through performance driven, outcome based approach in support of national goals. Each MPO shall establish targets, in coordination with State and public transit operator, to address performance measures. Allows for development of scenarios in the Plan.
- **TIP.** TIP shall describe anticipated effect of program implementation and its significant progress toward achieving targets.
- **Targets.** The MPO performance targets must be established not later than 180 days after the State or public transportation operator establishes its performance targets.