

# MAP-21 Overview

**Paula J. Hammond, P.E.**  
Secretary

**Steve Reinmuth**  
Chief of Staff

**Allison Camden**  
Federal Relations Manager

**Tribal-State Transportation Conference**  
**October 3, 2012**

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

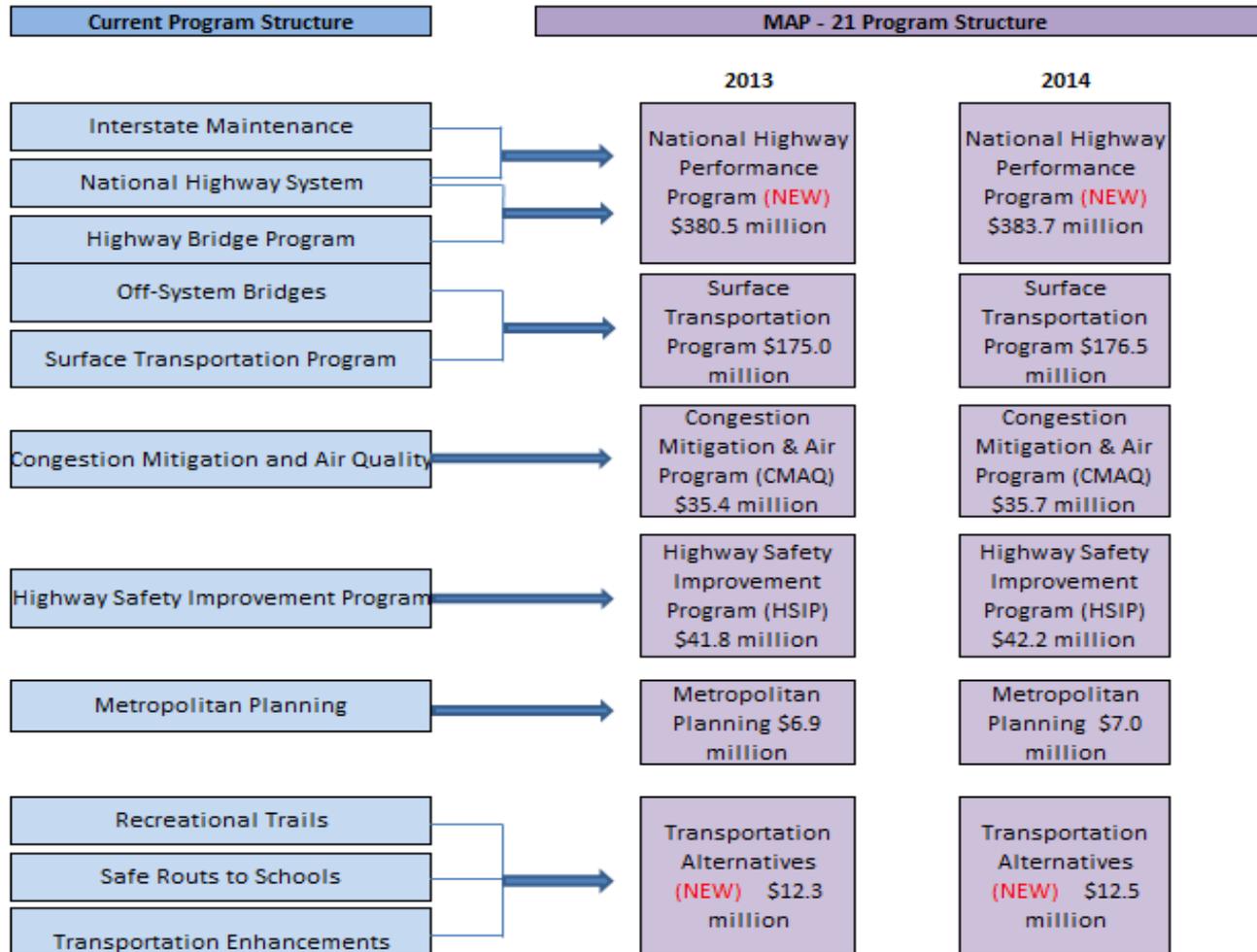
- Provides \$105 billion over two years (through FFY14).
  - Extended current law through the end of FFY12 (September 30<sup>th</sup>).
  - Most new provisions went into effect on October 1<sup>st</sup>.
  - Federal gas tax extended through FFY16.
- Average annual funding at FFY12 levels, plus a minor inflationary increase (i.e. no new funding).
- Ensures two years of solvency for Highway Trust Fund.
- Consolidates and eliminates programs and moves to a performance-based system.
  - Fewer formula programs, most discretionary programs eliminated (e.g. TCSP and Public Lands Highways Discretionary), no earmarks.

# Performance Management

- MAP-21 identifies national goal areas (e.g. safety, system reliability, infrastructure condition, congestion reduction).
- USDOT has 18 months to establish performance measures (e.g. pavement and bridge conditions, injuries and fatalities, congestion).
- States and MPOs set targets to meet the performance measures.
- State and metro plans describe how the organization will use program and project selection to help achieve targets.
- States to report to USDOT on progress toward targets (within four years of enactment; biennially thereafter).
- Failure to make progress leads to corrective actions and penalties.

# Consolidated Highway Formula Programs

Consolidated Highway Program Structure



# Highway Formula Programs

- National Highway Performance Program (NHPP): roughly \$380 million annually for Washington to support the condition and performance of the NHS; expands the size of the NHS; performance measures and targets to be established; asset management plans required; penalties for failure to reach targets.
- Surface Transportation Program (STP): roughly \$175 million annually for Washington to improve the transportation system (most flexible funding); new set-aside for bridges off the federal-aid system; new program eligibilities; 10% Transportation Enhancements (TE) set-aside eliminated, but still eligible; 50% sub-allocated based on population; no performance measures or targets.
- Congestion Mitigation & Air Quality Improvement Program (CMAQ): roughly \$35 million annually for Washington to improve air quality; five MPOs in Washington receive the CMAQ funding; performance measures and targets to be established; no penalties for failing to reach targets.

# Highway Formula Programs Cont...

- Highway Safety Improvement Program (HSIP): roughly \$42 million annually for Washington to improve highway safety; continues data-driven approach; continues requirement for Strategic Highway Safety Plan (Target Zero); performance measures and targets to be established; penalties for failure to reach targets.
- Transportation Alternatives: roughly \$12 million annually for Washington for bike/ped-related activities; eligible activities includes most, but not all formerly TE-eligible activities, Recreational Trails and Safe Routes to School; 50% to be sub-allocated based on population; no performance measures or targets.
- Ferry Boats and Terminals Program: \$67 million annually for a nationwide formula program to improve ferry boats and terminals; formula based 20% on passengers, 45% on vehicles, 35% on route miles; new \$30 million annual FTA competitive grant program for passenger ferries; no performance measures or targets.

# Planning

- The MPO population threshold remains at 50,000.
  - As a result of the 2010 Census, there is a new bi-state MPO for the Walla Walla, WA and Milton-Freewater, OR area.
- The metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.
- Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required for specific programs.
- Long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

# Transit

- Maintains federal transit programs at current funding levels with a small inflationary increase.
- FTA to develop performance measures under which all FTA grantees will be required to set targets. Measures to be based on FTA definition of the term “state of good repair” and creation of objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities.
- All FTA grantees and their sub-recipients required to develop transit asset management plans.
- Targets and performance measures to be incorporated into state and metro transportation improvement plans.
- Reduces the number of discretionary programs by consolidating a number of smaller programs, formularizing some and updating others.
  - Competitive Bus and Bus Facilities program turned into a formula program.
  - New Freedom and Elderly & Disabled formula programs are consolidated.
  - New State of Good Repair Program to be distributed by formula.
  - JARC (Job Access Reverse Commute) program is repealed and consolidated into the 5311 (rural) and 5307 (urbanized) formula programs.

# Next Steps

- New programs and policy changes took affect October 1st.
- Governor's MAP-21 Steering Committee has met and will make recommendations to Governor on how to distribute highway formula funds between the State and locals.
- USDOT will have to undertake many rulemakings to implement bill provisions; should provide some interim guidance.
- MAP-21 expires September 30, 2014; Congress will need to start writing next bill in 2013 or early 2014.
- Long-term solvency of the Highway Trust Fund will need to be addressed.

# Questions?

For more information on MAP-21, please contact:

Allison Camden, Federal Relations Manager  
(360) 705-7507 or [camdena@wsdot.wa.gov](mailto:camdena@wsdot.wa.gov).