

# **“Moving Ahead for Progress in the 21st Century Act” or “MAP-21”**

P.L. 112-141 Signed into Law July 6, 2012

**Implications for Infrastructure  
Asset Management, Pavement  
Management, and Preservation  
Programs**

# Contents

1. How to get a copy
2. What's Important
3. Rulemaking Process
4. What to expect
5. How you can help

# Disclaimer:

1. I am not the “Official Spokesperson” for FHWA.
2. None of this presentation should be construed as regulation, law, or guidance.
3. !!!!!

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THE RECOVERY ACT and the U.S. DEPARTMENT OF

**DOT launches historic infrastructure assistance program**  
Expansion of TIFIA financing could leverage up to \$50 billion for good transportation projects, jobs

FAA awards grants for airport safety upgrades

DOT, EPA finalize historic fuel efficiency rule

Cast of Glee delivers powerful safe driving message

DOT launches historic infrastructure assistance

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Highlights

- Budget, Performance & Accountability
- DOT Recovery
- Contracted Driving
- Open Government

Special Features

- DOT and 2012 Drought
- Moving Ahead for Progress in the 21st Century Act
- Veterans Transportation Career Center
- Dockets & Regulations
- Resources for Tribes and Tribal Government
- Strategic Sustainability Performance Plan

Top Requests

- Motor carrier companies – get a DOT number

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



"This is a good, bipartisan bill that will create jobs, strengthen our transportation system and grow our economy. It builds on our aggressive safety efforts, including our fight against distracted driving and our push to improve transit and motor carrier safety. The bill also provides states and communities with two years of steady funding to build the roads, bridges and transit systems they need. We look forward to working with Congress, states and local communities to put this bill to work quickly and effectively."

- Transportation Secretary Ray LaHood

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21).

MAP-21 provides needed funds and represents a milestone for the U.S. economy:

- ▶ The first multi-year transportation authorization enacted since 2005
- ▶ Funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014
- ▶ Transforms the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

This website contains information on implementation of MAP-21 at the U.S. Department of Transportation. The Department has focused on making progress on transportation options for the past three years. We will continue to work closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

### Legislation

- ▶ Enrolled Bill (the bill as presented to the President for signature) H.R. 4348
  - Formatted for screen viewing
  - HTML
  - PDF (1.24 MB)



### Summary

- ▶ From the Fast Lane Blog
  - President Obama signs bill to create jobs, restore America's transportation system
  - DOT, FTA ready for long overdue transit safety mission
- ▶ Secretary LaHood's Remarks on Map-21
- ▶ White House blog post

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H. R. 4348

One Hundred Twelfth Congress  
of the  
United States of America  
AT THE SECOND SESSION  
Begun and held at the City of Washington on Tuesday,  
the third day of January, two thousand and twelve.

An Act

To authorize funds for Federal and highway, highway safety program, and transit programs, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; CONSTRUCTION OF ACT AND OTHER MATTERS.

(a) SHORT TITLE.—This Act may be cited as the "Moving Ahead for Progress in the 21st Century Act" or the "MAP-21".

(b) DEPENDENCY.—This Act is reported into 6 divisions as follows:

CONSTRUCTION PROGRAMS.

(1) DIVISION A.—Transportation.

(2) DIVISION B.—Transportation Safety and Surface Transportation Policy.

(3) DIVISION C.—Transportation.

(4) DIVISION D.—Transportation.

(5) DIVISION E.—Transportation and Education.

(6) DIVISION F.—Miscellaneous.

(7) DIVISION G.—Surface Transportation Extension.

(8) DIVISION H.—Highway Safety.

(9) DIVISION I.—Highway Safety.

(10) "Taxes or Credits"—The table of contents for this Act is as follows:

Sec. 1. Short title; construction of Act and other matters.

Sec. 2. Effective date.

SECTION 4. FEDERAL AID HIGHWAY AND HIGHWAY SAFETY AND TRANSIT MONEY COMPLETION PROGRAMS

TABLE 1. FEDERAL AID HIGHWAY

TABLE 2. ADAPTATION AND PROGRAMS

Sec. 101. Department of transportation.

Sec. 102. Department of transportation.

Sec. 103. Department of transportation.

Sec. 104. Department of transportation.

Sec. 105. Department of transportation.

Sec. 106. Department of transportation.

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Sec. 111. Department of transportation.

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Sec. 113. Department of transportation.

Sec. 114. Department of transportation.

Sec. 115. Department of transportation.

Sec. 116. Department of transportation.

Sec. 117. Department of transportation.

Sec. 118. Department of transportation.

Sec. 119. Department of transportation.

Sec. 120. Department of transportation.

**What's Important...**

**For Highway Data Collection:**

**Sections 103, 119 and 150**

# Section 103, National Highway System:

**“(2) COMPONENTS.—The National Highway System described in paragraph (1) consists of the following:**

**“(A) The National Highway System depicted on the map submitted by the Secretary of Transportation to Congress with the report entitled ‘Pulling Together: The National Highway System and its Connections to Major Intermodal Terminals’ and dated May 24, 1996, and modifications approved by the Secretary before the date of enactment of the MAP–21.**

**“(B) Other urban and rural principal arterial routes, and border crossings on those routes, that were not included on the National Highway System before the date of enactment of the MAP–21.**

**“(C) Other connector highways (including toll facilities) that were not included in the National Highway System before the date of enactment of the MAP–21 but that provide motor vehicle access between arterial routes on the National Highway System and a major intermodal transportation facility.”**



# Section 119, Asset Management:

## “(e) STATE PERFORMANCE MANAGEMENT.—

“(1) IN GENERAL.—A State shall develop a risk-based asset management plan for the National Highway System to improve or preserve the condition of the assets and the performance of the system.

“(4) PLAN CONTENTS.—A State asset management plan shall, at a minimum, be in a form that the Secretary determines to be appropriate and include—

“(A) a summary listing of the pavement and bridge assets on the National Highway System in the State, including a description of the condition of those assets;

“(B) asset management objectives and measures;

“(C) performance gap identification;

“(D) lifecycle cost and risk management analysis;

“(E) a financial plan; and

“(F) investment strategies.

# Important Notes!!

## The Asset Management Plan:

1. Is required for the NHS only!!! A State may elect to do more. No AMP Penalty = 65% Federal share on projects!
2. Basically follows AASHTO AM Guide process.
3. Called "Performance Driven Plan" and "Risk-based". Plan includes targets set by each State from requirements in Section 150.
4. Requires FHWA to certify plan within 90 days, recertification every 4 years.
5. Requires State to meet minimum standards for pavements on Interstate highways. Penalty = Less flexibility on use of funds.
6. Special conditions apply for Bridges and Environmental Mitigation.

# Section 150:

“(c) ESTABLISHMENT OF PERFORMANCE MEASURES.—

“(1) IN GENERAL.—Not later than 18 months after the date of enactment of the MAP-21, the Secretary, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.



**This means You!**

# Section 150 Details

1. Rulemaking process, consultation requirements, etc.
2. For National Highway Performance Program **FHWA** establishes:
  - i. “minimum standards for States to use in developing bridge and pavement management systems”
  - ii. “measures for States to assess -
    - I. “the condition of pavements on the Interstate system”
    - II. “the condition of pavements on the National Highway System (excluding the Interstate)”
    - III. “the condition of bridges on the National Highway System”
    - IV. “the performance of the Interstate System”
    - V. “the performance of the National Highway System (excluding the Interstate System)”
  - iii. “Minimum levels for the condition of pavements on the Interstate System, only for purposes of carrying out section 119(f)(1)”
  - iv. “the data elements that are necessary to collect and maintain standardized data to carry out a performance-based approach”
3. Geographic variability for the minimum levels is to be considered, if applicable.

# More on Section 150

1. Requirements for the National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Program, and National Freight Movement.
2. Requirement that **“each State shall set performance targets...”** for the programs and that different approaches may be used for urban and rural parts of the highway system.
3. States have to submit a report of progress biennially toward achieving goals and targets.

# Rulemaking - What and Why

1. Defines how legislation will be implemented.
2. Requires specific public notice and comment requirements.
3. Must be complete in 18 months for this legislation.

# Federal Rulemaking Steps:

1. FHWA prepares Proposed Rules
2. OMB Review, Legal Basis, Financial Impacts, Paperwork Reduction, etc.
3. Notice of Proposed Rulemaking
4. Formal Comments (90 day minimum)
5. Address all comments.
6. Final Reviews by OMB, White House, & Congress
7. Address issues
8. Publish Final Rule

# What's Important?

1. Rules have to be authorized in Legislation.
2. Public Involvement is mandatory.
3. All Comments must be addressed.



# FHWA Approach

1. Work with AASHTO.
2. Take all opportunities to gather comments informally.
3. Hold Public Meetings, Webinars, and “National Dialogue” .

# Focus - What we want to do...

1. Implement Intent of Congress.
2. More accurately identify  
National Transportation Needs
3. Secure Consensus

# Focus - What we don't want to do...

1. Alter Intent of Congress.
2. Change good State practices
3. Misrepresent real highway conditions.

# Related Issues:

1. Available Information - HPMS
2. Consistency vs. Unique State Needs
3. Defining "Performance"
4. Can we make IRI measurements better?

Rutting?

Cracking?

Faulting?

Other Distress?

# What you should do now...

1. Get a copy of the Legislation.
2. Get on our mailing list for notices of opportunities to comment.
3. Talk with AASHTO Representatives

Sooner is better than later!!!

Watch for opportunities like the  
“National Dialogue on Transportation.”

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- DOT, EPA finalize historic fuel efficiency rule
- Cast of Glee delivers powerful safe driving message
- DOT launches historic infrastructure assistance

**DOT launches historic infrastructure assistance program**  
Expansion of TIFIA financing could leverage up to \$50 billion for good transportation projects, jobs

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- Dockets & Regulations
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## Federal Aid Essentials

Federal-aid Essentials is a central online library of informational videos and resources, designed specifically for local public agencies. Each video addresses a single topic-condensing the complex regulations and requirements of the Federal-aid Highway Program into easy-to-understand concepts and illustrated examples.

[View the site](#)

### WHAT'S NEW

- FHWA Saves Taxpayers \$78 Million with Innovative Approach to Bridge Reviews, 9/6/2012
- U. S. Transportation Secretary LaHood Announces \$3.5 Million in Quick Release Emergency Relief Funds for Hurricane Isaac Damage in Louisiana, 9/5/2012
- Federal Highway Administrator Mendez Joins Indiana, Kentucky Governors for Groundbreaking of East End Crossing, 8/30/2012
- Deputy Federal Highway Administrator Joins Governor Shumlin to Open Northern Leg of SR 279 near Bennington, 8/30/2012
- FHWA Administrator Mendez Helps Break Ground on 17 Mile Road in Wyoming, 8/22/2012

### PLANNING A TRIP?

### HIGHLIGHTS

- Walking and Bicycling Pay Off**  
FHWA's Nonmotorized Transportation Pilot Program (NTPP) examines the impacts of bike and pedestrian friendly investments.
- Crash Modification Factor**  
FHWA's CMF study expected to bolster support for Safety EdgeSM Treatment.
- Traffic Volume Trends**  
Monthly report based on hourly traffic count data.
- SAFETEA-LU**  
Authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- The Best Places to Work in Federal Government**  
FHWA Ranked in Top 20 of Best Places to Work in Federal Government.

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# MAP-21

## Moving Ahead for Progress in the 21st Century

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MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and MAP-21 creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

### Recently Added

- [Q & A](#)
- [Fact Sheets](#)

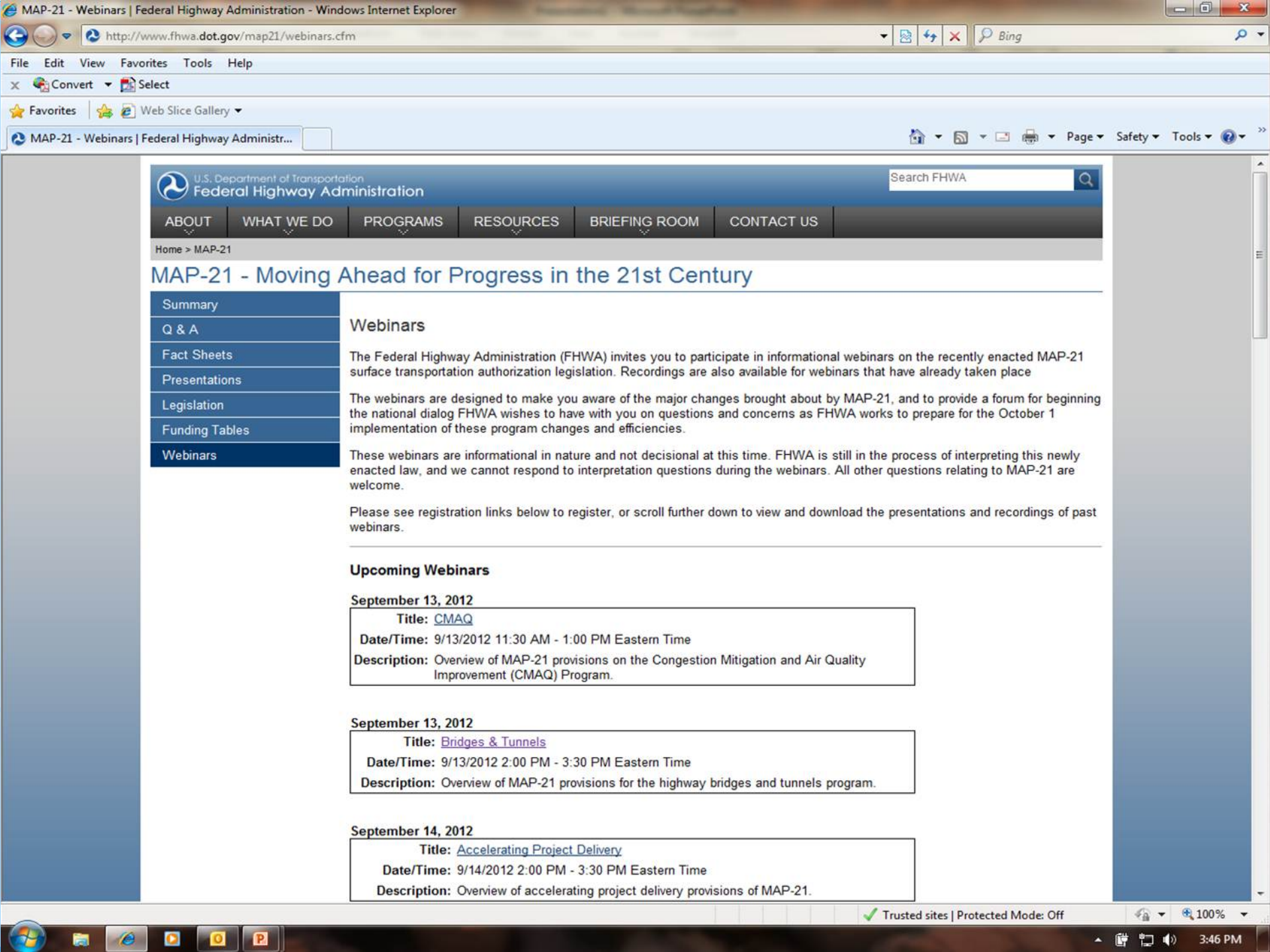


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## MAP-21 - Moving Ahead for Progress in the 21st Century

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### Webinars

The Federal Highway Administration (FHWA) invites you to participate in informational webinars on the recently enacted MAP-21 surface transportation authorization legislation. Recordings are also available for webinars that have already taken place

The webinars are designed to make you aware of the major changes brought about by MAP-21, and to provide a forum for beginning the national dialog FHWA wishes to have with you on questions and concerns as FHWA works to prepare for the October 1 implementation of these program changes and efficiencies.

These webinars are informational in nature and not decisional at this time. FHWA is still in the process of interpreting this newly enacted law, and we cannot respond to interpretation questions during the webinars. All other questions relating to MAP-21 are welcome.

Please see registration links below to register, or scroll further down to view and download the presentations and recordings of past webinars.

### Upcoming Webinars

September 13, 2012

Title: [CMAQ](#)

Date/Time: 9/13/2012 11:30 AM - 1:00 PM Eastern Time

Description: Overview of MAP-21 provisions on the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

September 13, 2012

Title: [Bridges & Tunnels](#)

Date/Time: 9/13/2012 2:00 PM - 3:30 PM Eastern Time

Description: Overview of MAP-21 provisions for the highway bridges and tunnels program.

September 14, 2012

Title: [Accelerating Project Delivery](#)

Date/Time: 9/14/2012 2:00 PM - 3:30 PM Eastern Time

Description: Overview of accelerating project delivery provisions of MAP-21.

Sept. 13  
to  
Sept. 23

## USDOT's National Online Dialogue on MAP-21 Transportation Performance Measures



### Background

The cornerstone of the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\)](#) is its focus on developing a performance and outcome-based federal transportation program.

### What is this Online Dialogue?

The purpose of this National Online Dialogue (NOD) on MAP-21 Transportation Performance Measures is to give you an opportunity to discuss and provide suggestions on the establishment of performance measures and standards (standards include items such as metrics, data collection, data sources, etc.) for States, MPOs, and/or transit grantees to use to assess:

- conditions of the Nation's roads and bridges, minimum levels for the condition of pavement on the Interstate System, and performance of the Nation's highway system;
- progress towards achieving a significant reduction in traffic fatalities and serious injuries on all public roads;
- progress towards achieving traffic congestion reductions and emission reductions;
- national freight movement;
- needs to prioritize investments in the Nation's public transit systems; and
- transit safety.

More information on the items listed above can be found on page 2 of this flyer.

### When is the Online Dialogue Open?

It is open from September 13 to September 23.

### How can you participate in the Online Dialogue?

- Sign-up to participate in the Online Dialogue at <https://map21performance.ideascale.com>.
- Once registered, you can share your ideas by clicking the submit idea button.
- Registered participants can discuss and rank all the ideas.
- The best ideas will bubble up to the top.

That is it! You can submit as many ideas as you like. You can vote on as many ideas as you want.

Contribute to the National Online Dialogue at  
<https://map21performance.ideascale.com>



For more information contact:  
Connie Yew, Assessment and Reporting Team Leader  
Proposed Office of Transportation Performance Management  
Email: [connie.yew@dot.gov](mailto:connie.yew@dot.gov)

# Questions???

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