

# MAP 21



## Moving Ahead for Progress in the 21st Century

RiverMPO coincidentally merged at the same time Connecticut and other Connecticut MPOs are gearing up to meet the standard set out in the MAP 21 legislation. RiverCOG is already moving forward to compile a “Transportation Assets Database” which will set a baseline for current conditions of roads, bridges, bus shelters, sidewalks, bike routes, etc. for the 17 town region. This will help frame priorities for funding of Transportation Improvement Projects in the region, set a template for the new Bicycle– Pedestrian Plan and the Long Range Transportation Plan.

### FEDERAL GUIDELINES

**Program purpose:** The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

**Funding features:** Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State’s combined total apportionment is calculated, an amount is set aside for the State’s Metropolitan Planning program via a calculation based on the relative size of the State’s FY 2009 Metropolitan Planning apportionment. (See “Apportionment” fact sheet for a description of this calculation.)

### Set-asides

From the State’s Metropolitan Planning apportionment, a proportionate share of funds for the State’s Transportation Alternatives Program is to be set aside. (See “Apportionment” fact sheet for a description of this calculation).

**Key modifications:** Modifications to the metropolitan planning process include the following:

### Performance-based planning

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the MAP-21 surface transportation performance measures (see: National Goals and Performance Management Measures fact sheet).
- The performance targets selected by an MPO will be coordinated with the relevant State to ensure consistency to the maximum extent practicable.
- Performance targets selected by an MPO will be coordinated with public transportation providers, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process other performance-based transportation plans or processes.

- The MPOs will establish performance targets not later than 180 days after the date that the relevant State or public transportation provider establishes performance targets.
- Within 2 years of enactment of MAP-21, the structure of all MPOs will be required to include officials of public agencies that administer or operate public transportation systems.

#### Long Range Transportation Plan (Plan)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.

#### Transportation Improvement Program (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

#### **Continuing provisions:** Significant continuing provisions include:

- The minimum population required for an MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a 5 year cycle (or more frequently if the MPO elects to do so).
- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

#### **Performance report:** The Secretary is required to submit a report to Congress not later than 5 years after the date of enactment of MAP-21. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments;
- The effectiveness of the performance-based planning process for each metropolitan planning organization;
- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and