

Summary of MAP-21 Provisions Related to MPOs Prepared by the Association
Metropolitan Planning Organizations (AMPO)

Congress has passed and the President has signed a two-year authorization bill (expires September 30, 2014), Moving Ahead for Progress in the 21st Century (MAP-21). After several weeks of intense negotiations, Congress produced a bill (now law) that provides two years of funding certainty at slightly higher levels of spending than in 2012. MAP-21 reduces the number of highway and transit programs and does not include any earmarks. The law establishes the process for States and MPOs to implement performance measures, expedites project delivery (including greater use of planning documents in the federal environmental review process), increases funding for safety, expands tolling opportunities, significantly increases funding for innovative finance, expands the use of federal transit funding for operations, and many other policy changes.

For the MPO community, policy changes in transportation planning were not significantly altered. The population threshold for new MPOs remains at 50,000. Upon confirmation with committee staff, the only reason the threshold was not changed in the final version was entirely due to the condensed time frame of conference negotiations. There simply was not enough time to spend negotiating the differences between the House and Senate metropolitan planning sections. Despite the limited number of changes, some are noteworthy:

- Increased metropolitan planning funds:

SAFETEA LU Average	FY2012	FY2013	FY2014
\$296M	\$284M	\$312M	\$314M

- Requires States to reimburse the MPOs for expenses incurred with planning funds within 15 days (used to be 30 days)
- MPOs establish targets that address national performance measures in coordination with the State and providers of public transportation (180 days after the State and transit provides establish targets – up from 90 days)
 - Plan shall include a system performance report evaluating the condition and performance of the system
- MPOs may voluntarily elect to develop multiple scenarios for consideration as part of the development of the Plan
- To the maximum extent practicable, the TIP should include a description of effects it will have toward achieving performance targets, and the link investment priorities have toward targets
- The authority to select projects is not reduced
- Certification of the MPO planning process is unchanged
- 50% of the funding (roughly \$400M per year) under Transportation Alternative (old Transportation Enhancements) is suballocated by population
 - MPOs run competitive process to award funds – MPOs with populations over 200,000 select projects