



Moving Ahead for Progress in the 21st Century, MAP-21 Summary and Highlights

The U. S. House of Representatives and the U.S. Senate gave final clearance June 29 to the \$105 billion Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizing federal highway, transit and safety programs at current levels plus an inflation factor through September 30, 2014.

It includes reforms expediting project delivery, establishes policies to improve freight movement, enhances innovative financing options and consolidates the number of highway programs by about two-thirds, with a focus placed on the National Highway System. The bill is essentially a two-year authorization taking effect October 1, with a three month extension of current law.

The following is a brief summary. More detailed information is being developed.

Highway Program Highlights

- Authorizes \$40.2 billion in fiscal year (FY) 2013 and \$40.8 billion in FY2014 for federal highway programs.
- Eliminates or consolidates approximately 60 programs.
- Establishes four core programs:
 - National Highway System Performance Program (NHSPP), combining Interstate Maintenance, National Highway System and Bridge programs;
 - Surface Transportation Program (STP);
 - Congestion Mitigation and Air Quality Improvement (CMAQ) Program;
 - Highway Safety Improvement Program (HSIP).
- Funds CMAQ and planning programs at states' 2009 share of apportionments; NHSPP at 63.7 percent of remaining share, STP at 29.3 percent and HSIP at seven percent.
- Lowers local suballocation percentage of Surface Transportation Program (STP) funding from 62.5 percent to 50 percent.
- Establishes a new program called Transportation Alternatives (TA) funded at approximately \$800 million, combining Transportation Enhancements, Safe Routes to Schools and Recreational Trails.
 - Two percent of apportionments are set aside for TA, of which 50 percent is suballocated within the state by population, 50 percent is available to states to transfer to other programs at state discretion. Metropolitan areas with population of 200,000 select projects within their boundaries.
- Nearly doubles safety funding.

- Retains SAFETEA-LU's 15 percent off-system bridge set-aside.
- Authorizes \$500 million for Projects of National and Regional Significance program. The program funds large projects providing regional and national benefits.
- Significantly increases funding for the Transportation Infrastructure Finance and Innovation (TIFIA) Act program from \$122 million annually to \$750 million in FY13 and \$1 billion in FY14.
 - Modifies the program by increasing the maximum share of project costs from 33 percent to 49 percent and setting aside funding for projects in rural areas at more favorable terms. TIFIA provides direct loans, loan guarantees and lines of credit to surface transportation projects.
- Allows tolling for new capacity on Interstates with conditions.
- Authorizes current motor fuel taxes through September 30, 2016.
- Transfers \$18 billion from the general fund and \$2.4 billion from the Leaking Underground Storage Tank Trust Fund to the Highway Trust Fund.
- Requires US Department of Transportation (DOT) to issue guidance to state DOTs clarifying that the standards, guidance and options for design and application of traffic control devices provided in the Manual on Uniform Traffic Control Devices should not be considered a substitute for engineering judgment.

Accelerating Project Delivery

- Requires designating projects with limited federal funding as a categorical exclusion under the National Environmental Policy Act, with a rulemaking to carry out the requirement.
 - The categorical exclusion applies to any project that receives less than \$5 million in federal funds and any project with a total estimated cost of not more than \$30 million receiving federal funds comprising less than 15 percent of the total estimated project costs.
- Requires any project in the operational right of way to be designated a categorical exclusion, with a rulemaking to carry out the requirement.
- Requires rulemaking designating the repair or reconstruction of a highway or bridge damaged by a natural disaster a categorical exclusion.
- Requires concurrent reviews by federal agencies, establishes deadlines for lead agency decisions and a dispute resolution process among agencies.
- Makes the Surface Transportation Project Delivery Pilot Program no longer a pilot program, making all states eligible to assume responsibility for NEPA reviews under the program.
- Provides for integration of planning and environmental review process.

Transit Program

- Funds federal transit programs at \$10.6 billion in FY13 and \$10.7 billion in FY14.
- Funds Capital Investment Grants (New Starts) at \$1.91 billion in FY13 and FY14, and streamlines the New Starts process.
- Allocates \$4.4 billion in FY13 and \$4.5 billion in FY14 for Urbanized Area Grants program, maintaining its basic structure.
- Increases funding for Rural Area Grants program, maintaining its structure.

- Establishes a new State of Good Repair grant program.
- Authorizes the Transportation Secretary to create a national safety plan.
- Requires agencies to develop an asset monitoring and management system.