

## SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY (MAP-21)

### Bill Highlights

- Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level—equal to current funding levels plus inflation—for two fiscal years.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- Eliminates earmarks.
- Expedites project delivery while protecting the environment.
- Creates a new title called "America Fast Forward," which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars further than they have been stretched before.
- Consolidates certain programs into a focused freight program to improve the movement of goods.

### Authorizations and Programs

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five, as follows:

- **National Highway Performance Program [New core program]** – This section consolidates existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge programs) to create a single new program, which will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This program will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and holds states accountable for improving outcomes and using tax dollars efficiently.
- **Transportation Mobility Program [New core program]** – This program replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.
- **National Freight Network Program [New core program]** – Our nation's economic health depends on a transportation system that provides for reliable and timely goods movements.

Unfortunately, the condition and capacity of the highway system has failed to keep up with the growth in freight movement and is hampering the ability of businesses to efficiently transport goods due to congestion.

MAP-21 addresses the need to improve goods movement by consolidating existing programs into a new focused freight program that provides funds to the states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.

- **Congestion Mitigation and Air Quality Improvement Program [Existing core program]**  
The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.

MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.

- **Highway Safety Improvement Program [Existing core program]** – MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.
- **Transportation Infrastructure Finance and Innovation Program (TIFIA)** – The TIFIA program provides direct loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms. TIFIA will leverage private and other non-federal investment in transportation improvements.

Included in the “America Fast Forward” title of MAP-21 will be provisions that build upon the success of the TIFIA program. MAP-21 modifies the TIFIA program by increasing funding for the program to \$1 billion per year, by increasing the maximum share of project costs from 33 percent to 49 percent, by allowing TIFIA to be used to support a related set of projects, and by setting aside funding for projects in rural areas at more favorable terms.

- **Projects of National and Regional Significance Program** –This bill authorizes a program to fund major projects of national and regional significance which meet rigorous criteria and eligibility requirements. This program authorizes for appropriation \$1 billion in Fiscal Year 2013.
- **Federal Lands and Tribal Transportation Highways Programs** – MAP-21 consolidates the existing program structure by creating a new Federal lands and tribal transportation program. The bill maintains funding for maintenance and construction of roads and bridges that are vital to the federal lands of this country.
- **Territorial and Puerto Rico Highways Program** –This program provides funds to the U.S. territories and Puerto Rico to construct and maintain highway, bridge, and tunnel projects.
- **Administrative Expenses** – Funds the general administrative operations of the Federal Highway Administration.
- **Emergency Relief** – Provides funds to states to repair highways and bridges damaged by natural disasters.
- **Highway Bridge and Tunnel Inventory and Inspection Standards** – Improves the existing highway bridge inspection program and authorizes a national tunnel inspection program to ensure the safety of our nation’s bridges and tunnels.

### Performance Management

- Performance Measures and Targets in MAP-21
  - The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.
- State and Metropolitan Transportation Planning
  - MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

### **Acceleration of Project Delivery**

MAP-21 includes program reforms designed to reduce project delivery time and costs while protecting the environment. Examples of improvements include: expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.

### **Research and Education**

- **Transportation Research Programs** – MAP-21 funds research and development, technology deployment, training and education, intelligent transportation system (ITS), and university transportation center activities to further innovation in transportation research. The primary research areas include: improving highway safety and infrastructure integrity; strengthening transportation planning and environmental decision-making; reducing congestion, improving highway operations; and enhancing freight productivity.

# MAP-21 – Possible Impacts of Revised Core Transportation Programs

November 7, 2011 By [Larry Ehl](#) | [Comment](#)

The MAP-21 proposal would consolidate the current seven “core” highway programs into five. Core highway programs are the primary programs through which funding is allocated to states and on to local jurisdictions.

I’ve taken a stab at the possible impacts of the consolidation. If you’re analyzing the bill and have additions or modifications, please comment or email me.

**1. National Highway Performance Program [New]** – consolidates three existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge) to create a single new program funded at \$20.6 billion.

**Possible impact:** Provide states with more flexibility to apply funds to the most needed projects, instead of being required to spend a specific amount in each of the existing three programs regardless of the most pressing needs.

**2. Transportation Mobility Program [New]** – replaces the current Surface Transportation Program, but retains much of the same structure, goals and flexibility. There are 23 (!) categories of project eligible for the \$10.4 billion of funding.

**Possible impact:** Provide states and local jurisdictions more flexibility to fund projects that “fit their unique needs and priorities.” Infighting among stakeholder will surely increase over the available funding. Funding for bike-ped projects, no longer mandated, may find itself getting squeezed by air quality or freight projects.

**3. National Freight Network Program [New]** – provides \$2.1 billion to states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.

**Possible impact:** Makes it easier for freight mobility improvement projects, particularly in freight rail and truck parking, to receive funding since they compete in their own program and not against all other highway projects.

**4. Congestion Mitigation and Air Quality Improvement Program [Existing]** Funded at \$3.3 billion, the “Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality. MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.”

**Possible impact:** If it survives in current form, (anticipate some pushback from State DOTs and possibly some local jurisdictions), could increase the number of projects designed to improve air quality. The number of bike-ped projects may decline, through competition with air-quality and environmental mitigation projects.

**5. Highway Safety Improvement Program [Existing]** – funded at \$2.5 billion, a substantial increase in funding “because of the strong results it has achieved in reducing fatalities.”

**Possible impact:** May accelerate the reduction of fatalities and injuries

**SIDE-BY-SIDE COMPARISON  
BICYCLE AND PEDESTRIAN PROGRAMS IN SAFETEA LU  
AND  
BOXER-INHOFE EPW MAP 21 TRANSPORTATION DRAFT BILL**

The Senate Environment and Public Works Committee published its proposal for the next Federal transportation program late on Friday evening, November 4. The 600-page bill will be marked-up in Committee on Wednesday, November 9. The proposed legislation makes significant changes to the core, dedicated funding programs for bicycling and walking activities, as this side-by-side analysis shows. America Bikes coalition members and staff are analyzing the bill, working with Committee staff and members to address specific issues, and preparing to brief the media and stakeholders on all aspects of the proposed legislation. Please visit the America Bikes and individual coalition member websites for updates today and in the days ahead.

<b>What's in current Bill- Dedicated Funding Programs</b>	<b>What is in Boxer -Inhofe Bill- CMAQ- "Additional Activities"</b>
<b>FUNDING for Bike/Ped Programs</b>	<b>FUNDING for CMAQ "Additional Activities"</b>
Funding by Program	All Uses listed below – 10% of 2009 STP (\$833 Million)
<b>TRANSPORTATION ENHANCEMENTS</b>	<b>TRANSPORTATION ENHANCEMENTS</b>
<u>Dedicated Funding</u> 10% of STP funds dedicated to Transportation Enhancement Activities (\$878 million in 2010)	<u>Dedicated Funding</u> No Dedicated Funding- Eligibility under CMAQ- Additional Uses
<u>Eligible Activities</u>	<u>New Eligible Activities</u>
<ol style="list-style-type: none"> <li>1. Bicycle and pedestrian facilities,</li> <li>2. Bicycle and pedestrian safety and education activities.</li> <li>3. Acquisition of scenic easements and scenic or historic sites</li> <li>4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities),</li> <li>5. Landscaping and other scenic beautification,</li> <li>6. Historic preservation,</li> <li>7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals),</li> <li>8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails),</li> <li>9. Inventory, control and removal of outdoor advertising,</li> <li>10. Archeological planning and research,</li> <li>11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity,</li> <li>12. Establishment of transportation museums.</li> </ol>	<ol style="list-style-type: none"> <li>1. Bicycle and Pedestrian facilities</li> <li>2. Bicycle and Pedestrian safety and education activities</li> <li>3. Acquisition of scenic easements and scenic or historic sites</li> <li>4. Scenic or historic highways and bridges</li> <li>5. Vegetation management practices in rights of ways and other activities under Section 319 (<u>Expansion of Landscaping and scenic beautification</u>)</li> <li>6. Historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities</li> <li>7. Preservation of abandoned railway corridors including for pedestrian and bicycle trails.</li> <li>8. Inventory, control and removal of outdoor advertising</li> <li>9. Archeological planning and research</li> <li>10. Environmental mitigation including existing uses, -and expanding to include wetland mitigation under S. 401 and 402, NEPA mitigation and others. (Not all NEPA wetland mitigations are eligible here, but \$3 billion is spent annually on wetland mitigation in transportation dollars.)</li> </ol>

What's in current Bill- Dedicated Funding Programs	What is in Boxer –Inhofe Bill- CMAQ- “Additional Activities”
<p><b>SAFE ROUTES TO SCHOOL</b></p> <p><u>Dedicated Funding</u> \$183 million in 2010</p> <ul style="list-style-type: none"> <li>• Stand alone program including separate and specific funding process for stakeholders</li> <li>• States must spend 70-90% for infrastructure, 10-30 percent for non-infrastructure</li> <li>• Full time State SRTS Coordinator</li> </ul>	<p><b>SAFE ROUTES TO SCHOOL</b></p> <p><u>Dedicated Funding</u> No dedicated funding</p> <p>Program is eligible under CMAQ “Additional uses”</p> <p>Projects eligible under TMP program</p>
<p><b>RECREATIONAL TRAILS PROGRAM</b></p> <p><u>Dedicated Funding</u> Dedicated funding based on recreational fuel tax- \$85,000,000</p> <ul style="list-style-type: none"> <li>• Stand alone program with 20 percent local funding match</li> <li>• Funds obligated for specified trail uses</li> <li>• 30% motorized trails, 30% non motorized, 40% multi-use trails</li> <li>• Administered through DOT and State DNRs</li> </ul>	<p><b>RECREATIONAL TRAILS PROGRAM</b></p> <p><u>Dedicated Funding</u> No dedicated funding</p> <p>Program is eligible under CMAQ “Additional uses” Project eligible under TMP program</p>
	<p><b>OTHER ELIGIBLE ACTIVITIES</b></p> <p>Planning, designing, or constructing boulevards, main streets, and other roadways, including-</p> <ol style="list-style-type: none"> <li>1. Redesign of underused highways</li> <li>2. New street construction that enhances connectivity and includes public transportation, pedestrian walkways or bicycle infrastructure</li> <li>3. Redesign of a street to enhance connectivity and increase the efficiency of network performance</li> <li>4. Redesign of a highway to include transit only lanes and signalization</li> <li>5. Construction of high occupancy lanes</li> </ol> <p>Providing transportation choices, including many bike/ped uses already covered under TE and</p> <ul style="list-style-type: none"> <li>• Carpool, vanpool and car share projects (NOTE- does not specifically say bike-share)</li> </ul>
	<p><b>OPT OUT OPTION-</b></p> <p>If the unobligated balance of ‘Additional Activities’ exceeds 150 percent of a one-year allocation, everything over that 150% can be used for CMAQ uses.</p>