



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

General Legislative Update

- Congress passed, and the President signed, a 27 month surface transportation authorization bill, MAP-21
- Funding is authorized through the end of FY14
- \$105 billion authorized for FY13 and FY14
- Funds programs at current levels plus inflation
- Extends HTF and tax collections through end of FY16
- Maintains approximate 80/20 highway/transit split
- According to CBO, without more general fund infusions, HTF to run out of funds in FY15
- Highway limitation on obligations
 - \$39.7B in FY13
 - \$40.3B in FY14

Federal Highway Program

Program	FY2012	FY2013	FY2014
Total Federal-aid Highway	\$35.7 billion	\$37.5 billion	\$37.8 billion
Metro Planning	\$283.8 million	\$311.7 million	\$314.3 million
CMAQ	\$2.32 billion	\$2.21 billion	\$2.23 billion
STP	\$8.8 billion	\$10 billion	\$10.1 billion
TIFIA	\$112 million	\$750 million	\$1 billion
Transportation Alternatives	\$1.2 billion	\$806.8 million	\$819.9 million
FHWA admin	\$423.7 million	\$454.2 million	\$440 million



Metro Planning under MAP-21

- Generally similar to current law
- Designation threshold remains at 50,000 in population
- Senate bill provisions concerning tiering and project selection eliminated by conference committee
- Basic timing and structure of Long Range Plans and TIPs retained



Metro Planning – New Policy

- Board structure
 - Within 2 years of enactment each TMA MPO shall include representation by providers of public transportation
 - An MPO may restructure to meet the new structure requirements without going through a re-designation
- Performance targets
 - MPOs establish targets to track progress towards attainment of outcomes for the region
 - Targets established in coordination with the state and providers of public transportation
 - Establish targets not later than 180 days after the state or the public transportation providers establish their performance targets



Metro Planning – New Policy Cont'd

- Plans and TIPs developed through a performance-driven, outcome-based approach
- Plan includes a description of performance measures and targets, and system performance report
- TIP contains: projects consistent with current plan; reflects investment priorities in the plan; and is designed to make progress toward achieving targets
- TIP includes anticipated effects of linking investments to targets
- Voluntary scenario planning



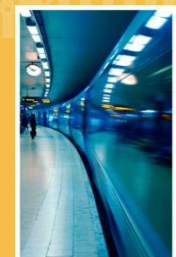
Congestion Mitigation and Air Quality (CMAQ)

- Largely retains current form, with added focus in PM2.5 areas to projects that are proven to reduce PM2.5, including diesel retrofits
 - MPOs 1 million and above must develop performance plan
 - Removes 10% Transportation Enhancements set-aside
 - Drops Senate bill provision requiring CMAQ funds be suballocated
 - CMAQ funds may be used to establish electric vehicle charging stations or natural gas vehicle refueling stations
 - Retains current law prohibition on construction of single-occupancy vehicle lanes
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Surface Transportation Program (STP)

- Continues broad eligibility of current STP program
- 50% obligated by population, 50% obligated in any area of the state (previously 62.5% by pop and 37.5% to state after enhancements set-aside)
- 10% transportation enhancements requirement eliminated, still eligible
- Requires expenditures on bridges off the Federal-aid system if justified
- Suballocation protected from penalties incurred by state



Transportation Alternatives

- Replaces the Transportation Enhancement set-aside under STP
- Requires 2% of amount apportioned to states be set-aside for TA
- Includes enhancements, bike/ped facilities, safe routes to schools, recreational trails, and boulevards
- Suballocates 50% by population. MPOs over 200,000 in population operate competitive grant programs and make awards to projects that are eligible
- States may opt out of spending their 50% on TA and flex that money to other highway projects
- States are allowed to opt out of the recreational trails program



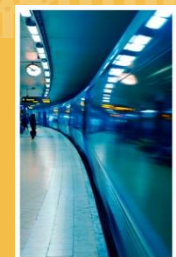


Project Delivery

- MAP-21 includes many provisions to expedite project delivery process

Selected Changes:

- State acquisition of real property interests before completion of NEPA process without affecting approvals
- Secretary may designate single modal agency to lead multi-agency project
- Establishes an issues resolution process undertaken when deadlines are not met during federal reviews
- Agencies may incur financial penalties for failure to render a decision
- Secretary shall establish and meet a 4 year deadline for projects that have been in NEPA review without a ROD for at least 2 years
- Expands modes the Secretary can assign and the state may assume responsibilities of the Secretary under NEPA. Expands the opportunity to all states



Federal Transit Program

Program	FY2012	FY2013	FY2014
Formula Grants	\$4.160 billion	\$4.398 billion	\$4.459 billion
Planning Set-Aside	\$113.5 million	\$126.9 million	\$128.8 million
TOD Pilot project	N/A	\$10 million	\$10 million
Elderly and Disabled (includes New Freedom)	\$133.5 million	\$254.8 million	\$258.3 million
JARC	\$164.5 million	N/A	N/A
Bus and Bus Facilities Grants	\$984 million	\$422 million	\$427.8 million
State of Good Repair Grants	N/A	\$2.136 billion	\$2.166 billion
New Starts	\$1.955 billion	\$1.907 billion	\$1.907 billion



Metro Planning under Transit Title

- Planning provisions in the public transportation title essentially mirror the provisions in the highway title
- Adds one new provision directing the Secretary to establish a \$10M per year pilot program to award planning grants to states or local government authorities for transit oriented development



Other Transit Items

- Urban Area Formula Grants - Operating Assistance
 - Allows transit systems to use 5307 grant funds for bus operations based on the number of buses operated during peak service hours
- New Starts
 - Streamlines process
 - Expands funding to programs of interrelated projects
- Consolidates Elderly and Disabled program with New Freedom
- JARC funding eliminated, but funding for these activities available under the urban and rural formula programs
- Strengthens FTA oversight over safety

