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

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

<table>
<thead>
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<th>Program</th>
<th>FY2012</th>
<th>FY2013</th>
<th>FY2014</th>
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<tbody>
<tr>
<td>Formula Grants</td>
<td>$4.160 billion</td>
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<tr>
<td>Planning Set-Aside</td>
<td>$113.5 million</td>
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<td>TOD Pilot project</td>
<td>N/A</td>
<td>$10 million</td>
<td>$10 million</td>
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<tr>
<td>Elderly and Disabled (includes New Freedom)</td>
<td>$133.5 million</td>
<td>$254.8 million</td>
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<td>JARC</td>
<td>$164.5 million</td>
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<td>N/A</td>
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<tr>
<td>Bus and Bus Facilities Grants</td>
<td>$984 million</td>
<td>$422 million</td>
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<tr>
<td>State of Good Repair Grants</td>
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<td>$2.136 billion</td>
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<tr>
<td>New Starts</td>
<td>$1.955 billion</td>
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<td>$1.907 billion</td>
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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