

## AMPO Summary: MAP-21 Reauthorization Act

As of May 19, 2014

Selected Funding Authorizations  
(Millions of dollars per fiscal year)

PROGRAM	2014	2015	2016	2017	2018	2019	2020
Core Highway Programs	\$37,798.0	\$38,441.0	\$39,173.0	\$39,987.0	\$40,842	\$41,698.0	\$42,594.0
National Freight Program	\$0.0	\$0.0	\$400.00	\$8,000.0	\$1,200.00	\$1,600.0	\$2,000.0
TIFA	\$750.0	\$750.0	\$750.0	\$750.0	\$750.0	\$750.0	\$750.0
Projects of National and Regional Significance	\$0.0	\$400.0	\$400.0	\$400.0	\$400.0	\$400.0	\$400.0
Federal Lands Transportation	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
<i>Park Service</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>	<i>(\$240.0)</i>
<i>USFW</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>	<i>(\$30.0)</i>
Federal Lands Access	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0
<b>RESEARCH</b> <i>Inhofe amendment accepted at EPW markup</i> <i>Returned Research funding to the HTF</i> <i>Funds taken from TIFIA</i>	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0

Sec. 1103 Apportionments	<ul style="list-style-type: none"> <li>The bill retains the formula for apportioning fund with the exception of taking amounts for the freight program off the top first before making other distributions</li> <li>State apportionments are based on 2014 apportionments</li> <li>Metro planning and CMAQ are apportioned funds based on the 2009 amount as under MAP-21</li> </ul>
Sec. 1104 NHPP  <b>Gillibrand amendment</b>	<ul style="list-style-type: none"> <li>Make replacement, rehabilitation, preservation, and protection of bridges on non-NHS federal-aid highways eligible under NHPP so long as the State does not spend more than 10 percent of its NHPP apportionment on such bridges</li> </ul> <p><i>Modifies the increase in the cap on NHPP funding for non-NHS bridges from 10% to 15%</i></p>

<i>accepted at EPW markup</i>	
Sec. 1105 Federal Share Payable	<ul style="list-style-type: none"> <li>• Expands the list of projects eligible for 100% federal share: <ul style="list-style-type: none"> <li>○ Pedestrian hybrid beacons</li> <li>○ Roadway improvements that improves separation of people and vehicles</li> <li>○ Safe routes to school</li> <li>○ Innovative engineering or design approaches</li> <li>○ Contracts for engineering and design services</li> </ul> </li> </ul>
Sec. 1106 STP	Allows funds to be used for emergency evacuation plans and research
<i>Amendment accepted at EPW markup</i>	<i>Allows maintenance and improvement to all public roads and roads on tribal lands that within 10 miles of the border of Canada, Mexico, and which 50% or more of the traffic is from federally owned vehicles</i>
Sec. 1108 Bundling of Bridge Projects/STP funds	<p>Allows the Secretary to permits States to use suballocated STP funds to MPOs for bundled projects – current law would prohibit this transfer</p> <p>Permits 100% federal share</p>
Section 1109 Flexibility for Certain Rural Roads and Bridges	Permits the Secretary to use all flexibility and exception authority from the requirements under law to move rural road and bridge projects in counties or parishes based on population other criteria, and received less than \$5m in federal funding or total project costs are not more than \$30m where federal funds comprise less than 15% of total costs
1114 CMAQ	<p>Eligible projects are likely to contribute to the attainment of a national ambient air quality standard “in the designated nonattainment area”</p> <p>Funds can be used in maintenance areas</p> <p>To the maximum extent possible, PM 2.5 priority funding should be used on the most cost-effective projects proven to reduce directly emitted fine particulate matter</p> <p><i>Booker amendment accepted at EPW markup</i></p> <p>Allows States and MPOs to obligate CMAQ funding for “the most cost-effective projects to reduce emissions from port owned or operated landside non-road or on-road equipment that is operated within the boundaries of port property within a PM2.5 nonattainment or maintenance area”</p>

<p>Sec. 1115 HSIP Performance Measure</p>	<p>Requires the Secretary to establish measure for injuries and fatalities “for both motorized and non-motorized transportation”</p>
<p>Sec. 1116 National Freight Program</p> <p><i>Amendment accepted at EPW markup</i></p> <p>Funding is taken off the top prior to apportionments and distributions to CMAQ and Metro Planning</p>	<p>Establishes Policy and Goals</p> <p>Establishes a national highway freight network components: most critical routes (primary highway freight network); portions of the Interstate; critical freight and urban corridors; NHS intermodal corridors</p> <p><i>Future Interstate segments designated before enactment will be included as part of the national highway freight network</i></p> <p>1-year to designate the primary network</p> <ul style="list-style-type: none"> <li>• 27,000 centerline miles</li> <li>• Secretary may add 3,000 additional miles</li> <li>• States may add up to 10 more miles within the State for specific reasons</li> <li>• Every 5 years (lowered from 10) the Secretary updates and re-designates the primary network</li> </ul> <p>Rural components – designated by State</p> <p>Urban components – designated by State or in coordination with the MPO or city</p> <p>3-years for the Secretary and stakeholder to develop a national strategic freight plan</p> <p>Requires and conditions and performance report to Congress of the national highway freight network</p> <p>Eligible projects: improve freight movement on the national highway freight network (formula for how much funding shall be obligated on the primary network) and include such things as:</p> <ul style="list-style-type: none"> <li>• Planning</li> <li>• Feasibility analysis</li> <li>• Environmental</li> <li>• Preliminary engineer and design</li> <li>• Construction</li> </ul>

<p>Sections 1117 &amp; 1118</p>	<ul style="list-style-type: none"> <li>• Truck only lanes</li> <li>• Truck parking</li> <li>• ITS</li> <li>• Diesel retrofit or alternative fuel projects for class 8 vehicles</li> <li>• Other</li> </ul> <p>States must have a freight advisory committee that includes all modes of freight transportation active in the State including rail and airports and have developed a fiscally constrained plan in order to obligate any funds</p>
<p>Sec. 1119 Projects of National and Regional Significance</p>	<p>Competitive grant for critical high cost surface transportation projects that are difficult to complete with existing Federal, State, local, and private funds and that will provide specific benefits like: economic benefits; increase global economic competitiveness; reduce congestion; improve safety; improve movement of people and good</p> <p>Eligible applicant: State; local government; tribal government; transit agency; public authority; port authority; political subdivision; groups of entities listed</p> <p>Grants are capped at \$50 million 20% of the funds are reserved for rural States 80% of the funds are reserved for highway projects</p> <p>No more than 20% of the funds can be awarded to a single State</p> <p>Eligible project: capital projects eligible under law and will equal or exceed the lesser of \$350 million and for a project in single State 30% of the federal apportionment in the most recent year; a single State with population density of 50 persons per square mile 15% of the federal apportionment in the most recent year; a project located in more than one State 75% of the federal apportionment to the participating State with the largest apportionment in the most recent year</p> <p>Federal modal requirements apply to the predominant mode of cross modal projects</p>

	<p>Eligible costs include most major phases of a project, and the subsidy amount and admin costs for projects pursuing TIFIA depending on balances of funds under TIFIA</p> <p>Congress may disapprove of funding projects</p>
<p>Sec 1120 Transportation Alternative</p> <p><i>Manager's Amendment accepted at EPW Markup</i></p>	<p>Increases the share of funds by population to 66.67% from 50%</p> <p>Decrease share for any area of a State to 33.33%</p> <p>Makes non-profit organizations responsible for safety programs eligible entities for funding</p> <p>Requires annual reports from States or MPOs</p> <p><i>Adds additional reporting for the costs of all projects; drops the value of projects; and make the report public on the USDOT website</i></p>
<p>Sec. 1121 Assessing Policy and System Financing Alternatives</p>	<p>Requires the Secretary to carry out research (using 4% of USDOT admin funds) into alternative transportation revenue mechanisms that preserve a user fee structure to maintain long-term solvency of the Highway Trust Fund</p> <p>The Secretary may partner with States and other appropriate entities</p> <p>The Secretary shall define the functionality of 3 or more user-based alternative mechanisms</p> <p>The Secretary shall establish and lead a Surface Transportation Revenue Alternatives Advisory Council within 1 year to inform the selection and evaluation of alternative mechanisms</p> <p>Council members are appointed by the Secretary and include:</p> <ul style="list-style-type: none"> <li>• USDOT</li> <li>• US Treasury</li> <li>• Not less than 2 State DOTs</li> <li>• Representatives from users of the system</li> <li>• Technology experts</li> <li>• Public privacy experts</li> </ul> <p>The Council shall report to Congress every two years</p>

<p>Sec. 1123 State Flexibility for National Highway System Modifications</p>	<p>The Secretary shall issue guidance related to how the FHWA Division offices work with States to review principle arterials added after MAP-21 was passed and to identify functional classifications changes needed to rural and urban principle arterials</p> <p>Division office will work with States to review requests from States to reclassify roads or withdraw roads from the NHS</p> <p>Secretary shall review current regulation and take action to ensure roads can be removed from the NHS</p> <p>Amends law to allow the Secretary to remove roads designated on the NHS</p>
<p>Sec. 1125 American Transportation Awards</p> <p>\$125,000,000 authorized from the General Fund each year (not HTF funds)</p>	<p>The Secretary shall establish a program to award competitive grants to support best practices, innovation, and efficiency for surface transportation programs to a State or MPO</p> <p>Establish purpose of the program, application process, and evaluation criteria</p> <p>Funds may be used for planning or capital expense for highway and transit projects</p> <p>\$10 m cap on single grants</p>
<p>Sec. 1201 HTF Transparency &amp; Accountability</p>	<p>On a website, the Secretary shall make publically available information regarding federal funds made available for the highway program each year</p> <p>The website shall be easily searchable, organized by State, categorize projects, and other data</p>

**Acceleration of Project Delivery - Subtitle C**

<p>Sec. 1301 CE for projects with limited federal assistance</p>	<p>Indexes to the Construction Cost Index the \$5m and \$30m number for projects the receive a categorical exclusion</p>
<p>Sec. 1302 Programmatic Template Agreement</p>	<p>Direct the Secretary to develop template programmatic template for States to use to identify projects categorically excluded from preparation of an EA or EIS under NEPA</p>
<p>Sec. 1303 Historic Sites</p>	<p>Directs the Secretary to align, to the maximum extent practicable, the requirements of NEPA and the National Historic Preservation Act and coordinate with DOI and the ED of the Advisory</p>

	Council of Historic Preservation - with 90 days of enactment
Sec. 1304 Initiation of environmental reviews and elimination of duplicative reviews	<p>Requires the Secretary to issue a written response to a project sponsor within 45 days of receiving an application for an environment review</p> <p>A federal lead agency shall reduce duplication to the maximum extent practicable</p> <p>The head of a Federal agency may eliminate from detailed consideration and alternative proposed in an EIS if the head of the agency determines guidance was provided during the alternative analysis in planning; State or MPO planning process included an opportunity for public notice and comment; the alternative was rejected after notice and comment; the Federal lead agency reviewed the alternative approved by the State or local agency</p>
Sec. 1305 Accelerated decision-making in environmental reviews	The Secretary may use errata sheets attached to a final EIS, instead of rewriting the DEIS, in response to minor comments
Sec. 1306 Integration of planning and environmental review	<p>Adds new decisions made in planning to list of decisions that may be used in the federal review process:</p> <ul style="list-style-type: none"> <li>• Permitting general travel corridors</li> <li>• Purpose and need of the proposed project</li> <li>• Preliminary screening of alternatives and elimination of unreasonable alternatives</li> </ul> <p>Requires planning product to meet the requirements for a permit or approval under current law</p>
Sec. 1307 Use of programmatic agreements	Federal agencies should give substantial weight to programmatic mitigation plans developed in Statewide planning or MPO planning
Sec. 1308 Technical assistance for State assumption of responsibility for CEs	<p>If the Governor requests technical assistance to assume the responsibility of the Secretary for CE the USDOT shall provide assistance, training, and other support</p> <p>Requires the Secretary to provide a State with 120 days to make corrective actions before terminating the authority</p>
Section 1309 Improvement of application of CEs for multimodal projects	Defines lead authority and cooperating authority over multimodal projects and other clarifying changes

**TIFIA**

<p>Sec. 2001 Amendments to TIFIA</p>	<p>Redefines Master Credit Agreement to ensure that a program of projects are related and that the program of projects receives an investment grade rating prior to the Secretary entering into the agreement.</p> <p>Require projects to satisfy all conditions under chapter</p> <p>Expands eligible project to include:</p> <ul style="list-style-type: none"><li>• Public infrastructure located within walking distance of, and accessible to, public transportation; intermodal facility; public utility; certain transit capital projects; and a project for acquisition of plant and wildlife habitat included in a plan approved by the Secretary of the Interior and would mitigate impacts by transportation projects</li></ul> <p>Defines a rural infrastructure project as one in an area outside of an urbanized area with a population greater than 150,000</p> <p>Amends eligible costs to include projects for transit oriented development where cost shall equal or exceed \$10m</p> <p>Increases amounts the Secretary may use to administer TIFIA from .50% to .75%</p>
<p>Sec. 2002 State Infrastructure Banks</p>	<p>Extend SIBs through 2020</p>
<p>Sec. 2003 TIFIA Loans for SIBs</p>	<p>Established the process for TIFIA loans to SIBs and allows the Secretary to set aside 10% of the Funds available to provide credit assistance for capitalization of or deposit in to a SIB</p>