

Item #16



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

Reauthorization of Federal Surface Transportation Legislation

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Overview

- June 29th, passed House and Senate
 - House Vote: 373-52
 - Senate Vote: 74-19-1
- July 6th, MAP-21 signed by President Obama
 - Effective October 1, 2012 following a three-month extension of SAFETEA-LU
- Funds Federal Surface Transportation Program through September 2014
- Consolidates 90 programs to about 30 and eliminates earmarks
- Compromise between Senate MAP-21 Bill and House Bill considered in T&I Committee (never on House Floor)



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Funding



- \$54.6B Annually through 2014 (SAFETEA-LU average annual funding \$50.1B)
- Highway Funding
 - \$40.5B Annually
- Transit Funding
 - \$10.5B annually
- Significant increase in Transportation Infrastructure Finance Innovation Act (TIFIA) loans from \$122M to \$750M first year, and to \$1B second year
 - TIFIA project cost share increased from 33% to 49%

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Funding Sources

- Extends highway-related excise taxes on motor fuels, and sales, use, and tire taxes for heavy vehicles
- Transfers \$18.8B in revenue from the General Fund to the Highway Trust Fund
- General Fund offsets from pension interest rate stabilization, pension insurance premiums, Leaking Underground Storage Tank Trust Fund, phased federal retirement authority, and taxes on “roll-your-own” cigarette machines

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Metropolitan Planning

- Retains much of SAFETEA-LU law
- MPO apportionment based on same percent as in 2009
- Introduces performance based approach to support national goals
 - Performance measures established by the Secretary of Transportation
 - MPOs establish targets in coordination with states and public transportation providers
 - Targets referenced in Plans and TIPs

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Mega-Projects Program

- \$500M authorized in FY 2013 for projects of national and regional significance
- Applicants restricted to states, tribal governments, and transit agencies
- Subject to being funding through appropriations

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Transportation Alternatives (TA) Program

- 2% of state apportionments set-aside for TA
 - Eligible Projects: Bike/pedestrian, recreational trails, safe routes to schools, boulevards, overlooks, historic preservation, environmental mitigation
- Of state TA funds, “50% for a fiscal year shall be obligated...in proportion to relative shares of the population of the state”
- For urbanized areas over 200,000 population, “each metropolitan planning organization shall select projects in consultation with the relevant state,” and “shall develop a competitive process to allow eligible entities to submit projects for funding...”

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Transit

- Secretary to establish new \$10M per year pilot program to award planning grants to states or local government authorities for transit oriented development
- New Starts Program
 - Streamlined process (drops alternative analysis step)
 - Core capacity projects eligible for funding
 - Retains eligibility for Bus Rapid Transit projects
 - \$1.9B in each fiscal year

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Job Access and Reverse Commute (JARC)/ New Freedom

- JARC program eliminated, but funding for JARC projects available under the Urban and Rural Transit Formula Programs
- Existing Elderly and Disabled and New Freedom programs consolidated into a single program of formula grants based on current New Freedom formula

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Congestion Mitigation and Air Quality (CMAQ) Program

- Retains current program structure and funding share
- CMAQ funds may be used to establish electric vehicle charging stations or natural gas vehicle refueling stations

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Surface Transportation Program (STP)

- Retains current program and funding and expands eligible activities
- Distribution of sub-allocated funds changed from 62.5% by population and 37.5% to the state to 50% by population and 50% to the state

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Tolling

- Expands authority to toll new capacity on Interstates so long as the current toll-free lane capacity is not diminished
- Allows conversion of HOV lanes to High Occupancy Toll (HOT) lanes
- Requires US DOT to compile “best practices” for working with the private sector

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Freight

- National Freight Policy-Requires US DOT to designate Primary Freight Network and to prepare a National Freight Strategic Plan
- Encourages states to develop freight plans
- Increases federal funding share for freight mobility projects identified in State Freight Plans

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Questions?

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