

Special Report:

Moving Ahead for Progress in the 21st Century Act

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President signs new transportation legislation to reform and reauthorize surface transportation programs through 2014.

On July 6, 2012, the 'Moving Ahead for Progress in the 21st Century Act' (MAP-21) was signed into law, a 27-month transportation measure authorizing \$105 billion through September 30, 2014 in spending on highway, mass transit and other transportation programs, funded mostly by extending various fuel and highway taxes. MAP-21 continues the current level of funding plus inflation through FY 2014, and like its predecessor (SAFETEA-LU), the large majority of funding in MAP-21 is dedicated to highway spending with funding split at 80% highway/20% transit.

More Flexibility Administering Highway Funding

MAP-21 eliminates redundant programs and consolidates approximately 60 programs to focus on key national goals and establishes four core programs, giving states more flexibility to choose where to spend limited dollars.

Incorporating National Goals at the MPO Level

MAP-21 enhances the metropolitan and statewide planning processes to incorporate a more comprehensive performance-based approach. Performance measures will focus the highway program on key outcomes such as: reducing fatalities, improving road and bridge conditions, reducing congestion, increasing system reliability, and improving freight movement and economic vitality.

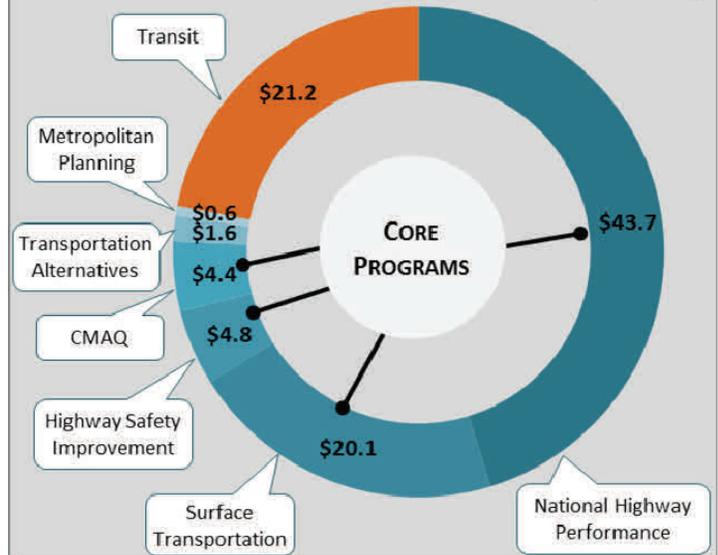
Other Highlights include:

- **Project Delivery/Environmental Streamlining** – Speeds up the environmental review process for approving projects by allowing certain projects to fall under categorical exclusions as well as cutting the project delivery time for these projects in half—from 15 years to about seven.
- **TIFIA Program Expansion** – Increased from current \$122 million per year to \$750 million in FY 2013 and \$1 billion in FY 2014 for low-interest loans to support high-impact projects that mobilize private and other investment for large-scale and multimodal improvements.
- **Freight Mobility** – Establishes a National Freight Policy that includes development of a National Freight Strategic Plan, and continues the funding for large, multimodal projects that bolster freight mobility eligible for the Projects of National and Regional Significance program.
- **Harbor Maintenance** – Acknowledges the shortfall in spending for federal channel maintenance by calling on the administration to request full funding consistent with revenue collected from harbor users (Harbor Maintenance Tax) for the purpose of maintenance dredging and associated projects.

MAP-21 SUMMARY

- Reauthorizes the Federal-aid highway program at current funding levels plus inflation for two fiscal years.
- Increased Tolling – Expands ability of states to place tolls on any Federal-aid facility (including interstates) for any new capacity.
- Eliminates earmarks.
- Federal-aid Highway Funding: FY 2013 \$37.5 billion; FY 2014 \$37.8 billion.
- Transit Funding: FY 2013 \$10.5 billion; FY 2014 \$10.7 billion.

MAP-21 Highway and Transit Authorizations
FY 2013 and FY 2014 Summary
(\$ billions)



- **Safety** – Strong focus on safety. The Highway Safety Improvement Program has been nearly doubled from current funding levels to \$2.39 billion and \$2.41 billion in FY 2013 and FY 2014, respectively.
- **Transit-Oriented Development Program** – Creates a pilot program for grants to communities that advance planning efforts supporting transit-oriented development around fixed guideway capital investment projects.
- **Transportation Alternatives** – A new program called Transportation Alternatives consolidates the former Transportation Enhancements program with the now-eliminated Safe Routes to School and Recreational Trails programs. The state has the flexibility to divert a portion of this funding to other highway programs.