



Moving Ahead for Progress  
in the 21<sup>st</sup> Century  
(MAP-21)

# Moving Forward with MAP-21

- **Moving Ahead for Progress in the 21<sup>st</sup> Century Act**
  - P.L. 112-141 (MAP-21) was signed into law on July 6, 2012.
  - Two-year (27 month) authorization.
  - First long-term highway authorization enacted since 2005.
- **Consolidation of Highway and Transit Programs**
- **Project Delivery Streamlining**
- **Performance Management**
  - Transitioning to a performance and outcome-based program.
  - Performance measure implementation is in development stage.

# Moving Forward with MAP-21 Continued

## ● Highlights of Administration's Proposal:

- Funding levels remain the same as Federal Fiscal Year 2012 at \$3.5 billion.
- Retains existing funding splits between the State and Locals/Regions:
  - Approximately \$2.2 billion State (62%)
  - Approximately \$1.3 billion Locals/Regions (38%)
- Focuses on maintaining “status quo” funding level for overall funding, ensuring that the State and Local Agencies receive a total share of funding consistent with total funding received under prior federal acts.
  - With such dramatic restructuring of programs and funding, individual programs cannot be viewed in isolation.
- Legislative changes not necessary.
- Transitional period for projects programmed against certain funds.

# Moving Forward with MAP-21 Continued

- **Programs Funded During Transitional Period:**

- Continues the current level of RSTP funding.
- Continues the current level of SHOPP program.
- Continues the current level of Bridge funding; State administered.
- Continues CMAQ and MP apportionments to regions using existing formulas.
- Divides the HSIP program after setting aside funds for SRTS.
- Continues the Safe Routes to School program; State administered.
- Continues the Transportation Alternatives program funding under the STIP formula, after \$5 million set aside for Recreational Trails.

- **Establishment of Working Groups**

- To discuss potential program changes from federal guidance and performance measurements.
- First draft of proposed legislation in early 2013.

# Administration's Proposal for MAP-21 – Programmatic Apportionment Distribution (Compared to Current SAFETEA-LU)

SAFETEA-LU FFY 2012			
Program	\$*M	State	Local
IM	575	575	
NH	727	727	
HBP	550	248	303
STP	721	270	451
BIP	25	25	
EB	182	182	
Subtotal	2,780	2,027	753
CMAQ	468		468
MP	42		42
HSIP	134	67	67
RRXing	15	7	7
SRTS	21		21
RT	5	5	
TE	78	78	
<b>TOTAL</b>	<b>3,544</b>	<b>2,185</b>	<b>1,359</b>
		62%	38%

MAP-21 FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,897	
Bridges on NHS are eligible under NHPP or STP			
Bridges off-system are eligible under STP			
STP	873	436	436
Equity Bonus funds discontinued, funding inherent in other programs			
Subtotal	2,770	2,334	436
CMAQ	445		445
MP	48		48
HSIP	209	104	104
SRTS may be funded from HSIP or TA, or STP			
TAP	72	36	36
<b>TOTAL</b>	<b>3,544</b>	<b>2,474</b>	<b>1,069</b>
		70%	30%

MAP-21 Rev. FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,670	
NHS Bridges			228
Bridges on NHS are eligible under NHPP or STP			
Bridges off-system are eligible under STP			
Off-system Bridges			75
STP	873	347	451
Equity Bonus funds discontinued, funding inherent in other programs			
Subtotal	2,770	2,017	753
CMAQ	445		445
MP	48		48
HSIP	209	94	94
SRTS			21
SRTS may be funded from TA, HSIP, or STP			
TAP	72	67	-
Recreational Trails			5
<b>TOTAL</b>	<b>3,544</b>	<b>2,183</b>	<b>1,361</b>
		62%	38%

**Notes:**

- 1-Consolidation of programs under MAP-21 provides flexibility for new programs to fund projects previously funded under discontinued SAFETEA-LU programs.
- 2-MAP-21 includes an inflation increase to apportionments for FFY 2014. Increases will be applied to all programs and all splits.
- 3-Highway Bridge work may be funded under new programs such as STP or NHPP with performance targets that if not met, would result in penalties to NHPP funds.
- 4-Funds set aside from the NHPP and STP for the local bridges will be managed by the Department, with the advice of the Highway Bridge Program Advisory Committee, in order to meet the Performance Measures and avoid penalties.
- 5-The Local share shown represents subvention funds to Local Assistance that are voted as a lump-sum item by the CTC annually, with the exception of MP.
- 6-The TAP is proposed for distribution through the STIP formula, to fund programmed TE projects.
- 7-State Highway System projects or Local projects may be funded from State or Local shares if programmed by the MPOs/voted by the CTC.
- 8-Penalty under 23 USC 164 (+/- \$70M) and State Planning and Research take down (2% from each program for a total of +/- \$70M) is not included in these estimates.
- 9-Estimates are preliminary and based current available data.
- 10-For on-system bridges not on NHS, State may exchange NHPP with STP.