The 2012 Statewide Conference on Heritage

Moving Ahead for Progress in the 21st Century Act (MAP–21) And Beyond

Janet Oakley
Director of Director of
American Association of State Highway and Transportation Officials
MAP–21 Key highlights
  ◦ Funding
  ◦ Program Reforms – program consolidation, performance and accountability, project delivery

Historic Preservation
  ◦ Funding and Collaboration Opportunities

The Future for the Federal–Aid Surface Transportation Program
America responds to Surface Transportation needs

Strong bipartisan support for passage in Congress
  ◦ House 372–52; Senate 74–19

Program Reforms
  ◦ Funding
  ◦ Program consolidation
  ◦ Performance and Accountability
  ◦ Accelerating Project Delivery
Moving Ahead for Progress in the 21st Century Act (MAP–21)

FUNDING
Funding Overview

- Funding authorization = $105 billion for FY 2013 and FY 2014
- Extends the HTF and tax collections through FY 2016
- Guarantees 95% return to the States on Highway Trust Fund contributions
- More than 92% of the highway title is apportioned to core highway programs
- Maintains transit–highway program program split
## Authorizations

*Billions of dollars*

<table>
<thead>
<tr>
<th></th>
<th>Highways</th>
<th>Research</th>
<th>Safety</th>
<th>Transit</th>
<th>Total</th>
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<td>FFY 2013</td>
<td>40.568</td>
<td>0.400</td>
<td>1.231</td>
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<td>FFY 2014</td>
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<td>Total</td>
<td>81.193</td>
<td>0.800</td>
<td>2.483</td>
<td>21.273</td>
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</table>
# HIGHWAY FORMULA PROGRAM

<table>
<thead>
<tr>
<th></th>
<th>SAFETEA-LU Average (FY 2005-2009)</th>
<th>MAP-21 Average (FY 2013-2014)</th>
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<tr>
<td>Apportioned by Formula</td>
<td>34,324.4 83.0%</td>
<td>37,704.4 92.6%</td>
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<td>Earmarked by Congress</td>
<td>4,392.6 10.6%</td>
<td>0.0 0.0%</td>
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<tr>
<td>Allocated by USDOT</td>
<td>2,630.0 6.4%</td>
<td>3,012.1 7.4%</td>
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<td><strong>Total</strong></td>
<td>41,347.0 100.0%</td>
<td>40,716.5 100.0%</td>
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Source: *Transportation Weekly*
<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>2-year Total</th>
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<tr>
<td><strong>Federal-Aid Highway Core Programs</strong></td>
<td>$37,476,819,674</td>
<td>$37,798,000,000</td>
<td>$75,274,819,674</td>
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<td>National Highway Performance Program</td>
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<td>Surface Transportation Program</td>
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<td>$10,089,729,416</td>
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<td>Highway Safety Improvement Program</td>
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<td>$2,410,515,560</td>
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<td>Congestion Mitigation and Air Quality</td>
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<td>$2,227,860,477</td>
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<td>Metropolitan Planning</td>
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<td>Transportation Alternative</td>
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<td>$819,900,000</td>
<td>$1,628,660,000</td>
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<td>TIFIA</td>
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<td>Projects of National and Regional Significance (GF Authorization)</td>
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<td>Research</td>
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<td><strong>TOTAL Highway Program Funding</strong></td>
<td><strong>40,968,000,000</strong></td>
<td><strong>41,025,000,000</strong></td>
<td><strong>81,993,000,000</strong></td>
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<td><strong>TOTAL Highway Program Obligation Limitation</strong></td>
<td><strong>39,699,000,000</strong></td>
<td><strong>40,256,000,000</strong></td>
<td><strong>79,955,000,000</strong></td>
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### MAP 21

**Selected Transit Program Authorizations FY 2013 – FY 2014**

<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>2-year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit Formula and Bus Grants</strong></td>
<td>$8,478,000,000</td>
<td>$8,595,000,000</td>
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<td>Planning program</td>
<td>126,900,000</td>
<td>128,800,000</td>
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<td>Metropolitan Planning</td>
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<td>20,000,000</td>
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<tr>
<td>Urbanized Area Formula Grants</td>
<td>4,397,950,000</td>
<td>4,458,650,000</td>
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<td>Elderly and Disabled Formula Grants</td>
<td>254,800,000</td>
<td>258,300,000</td>
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<tr>
<td>Rural Area Formula Grants</td>
<td>599,500,000</td>
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<td>1,207,300,000</td>
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<td>Bus Testing Facility</td>
<td>3,000,000</td>
<td>3,000,000</td>
<td>6,000,000</td>
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<tr>
<td>National Transit Institute</td>
<td>5,000,000</td>
<td>5,000,000</td>
<td>10,000,000</td>
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<tr>
<td>National Transit Database</td>
<td>3,850,000</td>
<td>3,850,000</td>
<td>7,700,000</td>
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<td>State of Good Repair Formula Grants</td>
<td>2,136,300,000</td>
<td>2,165,900,000</td>
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<td>Buses and Bus Facilities</td>
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<td>427,800,000</td>
<td>849,800,000</td>
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<tr>
<td>Fast Growth/High Density Formula Grants</td>
<td>518,700,000</td>
<td>525,900,000</td>
<td>1,044,600,000</td>
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<td><strong>Capital Investment Grants (GF Authorization)</strong></td>
<td>$1,907,000,000</td>
<td>$1,907,000,000</td>
<td>$3,814,000,000</td>
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<td><strong>TOTAL Transit Funding Authorizations</strong></td>
<td>$10,584,000,000</td>
<td>$10,701,000,000</td>
<td>$21,285,000,000</td>
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Moving Ahead for Progress in the 21st Century Act (MAP–21)

Program Reforms ~Consolidation~
Program Consolidation

- Consolidates more than 100 categorical programs by two-thirds
- Creates two new core programs through consolidation
  - National Highway Performance Program
  - Transportation Alternatives
- Focuses new attention on freight
  - National freight policy and goals
  - National freight plan
  - National freight network
- Consolidates and formularizes transit programs
Transportation Alternatives Program

- Combines the TE, Safe Routes, Rec Trails and Scenic Byways
- 2% set aside of the core highway programs
  - SAFETEA LU average annual funding for TE, Safe Routes to School and Rec Trails = $854 million
  - MAP 21 average annual funding for TAP = $814 million
- 50% of TA funds are suballocated based on relative share of population to MPOs > 200,000 and other areas < population
- Funds distributed through competitive grants
- State DOTs are not eligible recipients
Transportation Alternatives Program

Project Eligibility for Historic Preservation

- Historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities
- Archaeological activities related to transportation projects
Moving Ahead for Progress in the 21st Century Act (MAP–21)

Program Reforms ~Performance and Accountability~
Performance Measures Structure

- Seven national goal areas – safety, infrastructure condition, congestion, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delays
- USDOT will establish measures in consultation with State DOTs, MPOs and other stakeholder
- States, MPO and transit operators will set targets for each measure, incorporate in plans and programs and report progress
Performance Measures

- **NHS**
  - Measures for pavement condition and performance of the IS and NHS
  - Measures for NHS bridge condition
  - Minimum Levels for IS pavement condition

- **Highway safety** – Serious Injuries and Fatalities

- **CMAQ** – Traffic Congestion and Mobile Source Emissions

- **Freight** – Measures to assess freight movement on the IS

- **Transit** – Safety and State of Good Repair Measures
Performance measures must be incorporated into long-range planning and short-term programming processes.

- Long range plans, TIPs and STIPs must show the progress that is expected to be achieved by planned decisions and investments.
- USDOT will evaluate the appropriateness of state targets and the progress that the state is making in achieving performance targets.
- States and MPO plans will include performance reports that described the progress made toward achieving performance targets.
Moving Ahead for Progress in the 21st Century Act (MAP–21)

Program Reforms
~Project Delivery~
Accelerates Project Delivery

- Expanded flexibility to undertake activities prior to completion of NEPA
- New categorical exclusions for emergency projects, projects within the ROW, small projects and certain multimodal projects
- Expanded delegation
- Support for Programmatic Approaches
- Further Process Reforms
  - issue elevation, resource agency deadlines, 150 day statute of limitations, combined FEIS and ROD
Historic Preservation
~Funding and Collaboration Opportunities~
Historic Preservation
Collaboration Opportunities

“Transportation provides the largest single source of funding to support historic preservation efforts.”

- State–only transportation programs and funding
- Federal Planning and Research Programs
  - State Planning & Research Funds
  - NCHRP Funding
    - 8–36 Standing Committee on Planning
    - 25–25 Standing Committee on Environment
- Transportation Alternatives Program
- National Highway Performance Program
Transportation Enhancements 1992–2011

- **Bike/Ped Facilities**: $5,231,000,000 / 50.4%
- **Landscaping and Scenic Beautification**: $1,281,000,000 / 12.3%
- **Rail–Trails**: $720,000,000 / 6.9%
- **Rehab. Hist. Transp. Facilities**: $931,000,000 / 9.0%
- **Scenic/Historical Highway Programs**: $570,000,000 / 5.5%
- **Historic Preservation**: $365,000,000 / 3.5%
- **Billboard Removal**: $40,000,000 / 0.4%
- **Transportation Museums**: $153,000,000 / 1.5%
- **Archaeological Planning/research**: $53,000,000 / 0.5%
- **Env. Mitigation**: $120,000,000 / 1.2%
- **Bike/Ped Safety Ed.**: $36,000,000 / 0.3%
- **Acquisition of Scenic/Historic Easements**: $223,000,000 / 2.1%
Transportation Alternatives Program

Key Concerns

- **Funding Level**
  - SAFETEA LU average annual funding for TE, Safe Routes to School and Rec Trails = $854 million
  - MAP 21 average annual funding for TAP = $814 million

- Changes to eligibility including the ability to fund certain road projects

- Archaeological activities limited to use in conjunction with projects – not planning and research

- States’ ability to transfer funds from the program
Federal Highway Obligations by Improvement Type 2010

- Reconstruction: 49%
- Resurfacing: 27%
- New Route: 11%
- Restoration & Rehab.: 18%
- Relocation: 1%
Historic Preservation
~Collaboration~
Historic Preservation*

Effective Collaboration Practices

- California and Ohio – Planning and Databases
- Indiana – Historic Bridges Programmatic Agreement
- Minnesota and North Carolina – Archaeological Predictive Models
- Oregon – Collaborative Environmental and Transportation Agreement for Streamlining

* NCHRP 25–25 Report by SRI Foundation for Cambridge Systematics, Inc. and TRB on behalf of the AASHTO Standing Committee on Environment
Leadership
Interagency Cooperation and Collaboration
Funding
Technology
Organizational changes
Spin-Offs

*NCHRP 25–25 Report by SRI Foundation for Cambridge Systematics, Inc. and TRB on behalf of the AASHTO Standing Committee on Environment
The Future for the Federal–Aid Surface Transportation Program

Highway Trust Fund Forecasts and Long–Term Funding
# HIGHWAY TRUST FUND PROJECTIONS

Based on CBO Score of MAP-21 (June 2012)

## Highway Account

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<tbody>
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## Mass Transit Account

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## TOTAL HTF BALANCE

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<td>-$91</td>
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Estimation of Federal Highway and Transit Obligations Through 2022

Based on MAP-21;
Assuming "minimum prudent balance" of $4 billion in Highway Account and $1 billion in Mass Transit Account;
Assumes historical General Fund appropriations for transit.
The Gas Tax

- The gas tax has served us well!
- The gas tax is declining due to VMT flattening and economic issues as well as fuel efficiency
- In the short run we will need to rely on gas tax
- Subsets such as indexing have value but are limited
- Many options but most have shortcomings
Summary Considerations

- Two-year bill with a reform platform – national focus, program consolidation, performance and accountability, streamlined project delivery
- Remain at a stand-off on future federal funding, roles and responsibilities
- States and their local partners are moving forward to meet passenger and freight mobility needs but as a nation we are still falling behind
- Continued opportunities for collaboration
Questions?

Janet Oakley
AASHTO Director of Policy & Government Relations
joakley@aashto.org  (202)624–3698