How MAP-21 Will Impact Your Community
Key Provisions in MAP-21

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

• Effective October 1, 2012

• 2 year bill-through September 2014

• Flat funding: $105 billion for two years

• Continues to fund highways at 80% and transit at 20% of federal program

• No long term funding solution; $20 billion in General Fund revenues
Key Provisions in MAP-21

• Program consolidation

• No earmarks; Shift away from set-asides and discretionary funding

• Increased flexibility for states

• Performance measures and target setting

• Transit state of good repair

• Growth in financing--New opportunities to fund transit
Restructuring of Core Highway Programs Under the Final 2012 Transportation Bill (MAP-21)

**Former Formula Programs**
- Interstate Maintenance
- National Highway System
- Highway Bridge Program (15% For Off-System Bridges)
- Equity Bonus
- Appalachian Highway Development System
- Border Infrastructure Program
- Surface Transportation Program (STP) (Transportation Enhancements (10% of STP))
- Safe Routes to Schools
- Recreational Trails
- Congestion Mitigation and Air Quality
- Highway Safety Improvement Program
- TIFIA Loan Program

**MAP-21 Core Program Structure**
- National Highway Performance Program (NHPP - New) (~$21.8 billion)
- Surface Transportation Program (~$10 billion)
- Transportation Alternatives (~$800 million)
- Congestion Mitigation and Air Quality (CMAQ) (~$2.2 billion)
- Highway Safety Improvement Program (HSIP) (~$2.4 billion)
- TIFIA Loan Program (~$1 billion)

**Change**
- + $3.2 billion
- -$4 billion
- -$300 million
- -$0.1 billion
- + $0.7 billion
- + $0.9 billion
# Highway Program Funding

<table>
<thead>
<tr>
<th>Account</th>
<th>SAFETEA-LU (FY 2012)</th>
<th>MAP-21</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHPP (NHS construction and maintenance)</td>
<td>$18 billion</td>
<td>$21.8 billion</td>
<td>+ $3.2 billion</td>
</tr>
<tr>
<td>STP (flexible)</td>
<td>$8.8 billion</td>
<td>$10 billion</td>
<td>+ $1.2 billion ($5 billion in new responsibilities)</td>
</tr>
<tr>
<td>HSIP (safety)</td>
<td>$1.7 billion</td>
<td>$2.4 billion</td>
<td>+ $0.7 billion</td>
</tr>
<tr>
<td>CMAQ (air quality and reducing congestion)</td>
<td>$2.3 billion</td>
<td>$2.2 billion</td>
<td>- $0.1 billion</td>
</tr>
<tr>
<td>TA (active transportation options)</td>
<td>$1.1 billion</td>
<td>$800 million</td>
<td>-$300 million</td>
</tr>
<tr>
<td>TIFIA (loans)</td>
<td>$122 million</td>
<td>~$1 billion</td>
<td>+ ~900 million</td>
</tr>
</tbody>
</table>
Structurally Deficient Bridges

McDonald’s vs. deficient bridges in 102 largest US metropolitan areas

- ~14,000
  Number of US locations

- 18,239
  Number of deficient bridges

- 64 million
  Daily customers served worldwide

- 210 million
  Trips taken daily on deficient bridges

**Bottom Line:** Many communities will be forced to choose between bridge repair and innovative transit, highway, and roadway safety projects
Figure B: Bridge repair funding levels versus needs estimate

- **Federal estimates to eliminate backlog**
  - 2006: $48 billion
  - 2007: $51.6 billion
  - 2008: $61.4 billion
  - 2009: $70.9 billion

- **Actual highway bridge program appropriations**
  - 2006: $4.6 billion
  - 2007: $5.1 billion
  - 2008: $5.2 billion
  - 2009: $5.2 billion
Structurally Deficient Bridges

The High Cost of Neglected Road & Bridge Maintenance

Delayed Repair: Current Practice in Many Places

- **Very Good**
- **Good**
- **Fair**
- **Poor**
- **Very Poor**

**Relative Repair Costs**: $14
**Avg. Vehicle Repair Costs**: $5,360

Every $2 worth of repairs spent on a road in **Very Good** or **Good** Condition, Costs $8-14 if delayed until that road is in **Poor** or **Very Poor** Condition.
Road and Bridge Repair

Old Bridge Repair program under SAFETEA-LU

All the money rolled into new NHPP program
Responsibility for non-NHS and off-system bridges given to STP

NHPP: No dedicated funding for repair
New Jersey Bridges

NHS Bridges

2,000

Non-NHS Bridges

3,700
• All former Bridge Program funds can now only be used on NHS bridges

• None of that money is dedicated to repair

• Surface Transportation Program has $5 billion in new responsibilities but only $1 billion in new funding – new burdens on MPO funding

• Less funding for transportation options

• States can continue to prioritize repair
  • Dedicate NHPP funding for NHS
  • Flex NHPP to fix federal aid bridges
<table>
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<tr>
<th>Source</th>
<th>Restrictions</th>
<th>MAP-21 Funding</th>
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<tbody>
<tr>
<td>Transportation Alternatives</td>
<td>None</td>
<td>$800 million</td>
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<tr>
<td>STP</td>
<td>None</td>
<td>$10 billion</td>
</tr>
<tr>
<td>HSIP</td>
<td>Projects to improve safety</td>
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<td>NHPP</td>
<td>Only for projects adjacent to a roadway that is part of the National Highway System</td>
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Transportation Alternatives

Transportation Enhancements
Safe Routes to School
Recreational Trails

Transportation Alternatives Program

50% distributed by population
MPOs over 200,000
Local grant awards

50% anywhere (may be transferred)
State DOT
Local grant awards

Rec Trails Set Aside
Safe Streets and Active Transportation

• Less Funding
  • ~$17 million compared with ~$25 million for New Jersey
• States may transfer up to 50%
• “Coburn opt-out clause” if funds are not used quickly
• Faster project delivery
• More local control through competitive grants
• Improvements may still be funded through core highway program
## Safe Streets and Active Transportation

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Highway Safety Improvement Program

- Accurately account for non-motorized safety
- Ensure safety plans include non-motorized safety projects
Route 1/9 in Middlesex County
Dangerous Roadways for Pedestrians

Route 130 in Burlington County
Streetview of circled location along Route 130
• Ensure the TA program is fully funded
• Work to spend TA funding in a timely manner
• Opportunity for funding through safety
• Engage NJDOT to update strategic plan
• Push US DOT for bicycle and pedestrian performance measures
Restructuring of Core Transit Programs Under The Final 2012 Transportation Bill (MAP-21)

Former Core Programs
- Urbanized Area & Growing States
- Job Access and Reverse Commute
- Rural Area Grants
- Elderly and Disabled
- New Freedom
- Bus and Bus Facilities
- Fixed Guideway Modernization
- New Starts
- Alternatives Analysis

MAP-21 Core Program Structure
- Urbanized Areas
  - ~$4.758 billion
- Rural Area Grants
  - ~$609 million
- Elderly and Disabled
  - ~$591 million
- Bus and Bus Facilities
  - ~$422 million
- State of Good Repair
  - ~$2.136 billion
- New Starts
  - ~$1.907 billion
- TOD Planning Grants
  - ~$10 million
## Transit Program Funding

<table>
<thead>
<tr>
<th>Account</th>
<th>FY13</th>
<th>FY14</th>
<th>Total</th>
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<tbody>
<tr>
<td>Urban Formula (5307)</td>
<td>4.4 billion</td>
<td>4.5 billion</td>
<td>8.9 billion</td>
</tr>
<tr>
<td>Mobility Program (5310)</td>
<td>254.8 million</td>
<td>258.3 million</td>
<td>513.1</td>
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<tr>
<td>Rural Formula (5311)</td>
<td>599.5 million</td>
<td>607.8 million</td>
<td>1.207 billion</td>
</tr>
<tr>
<td>State of Good Repair (5337)</td>
<td>2.1 billion</td>
<td>2.2 billion</td>
<td>4.3 billion</td>
</tr>
<tr>
<td>Bus/Bus Facilities (5339)</td>
<td>422 million</td>
<td>427.8 million</td>
<td>449.8 million</td>
</tr>
<tr>
<td>New Starts (5309)</td>
<td>1.907 billion</td>
<td>1.907 billion</td>
<td>3.814 billion</td>
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<tr>
<td>TOD Planning Grants Program</td>
<td>10 million</td>
<td>10 million</td>
<td>20 million</td>
</tr>
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</table>

New Jersey transit funding increased to ~$510 million from ~$435 million
State of Good Repair (SOGR): Repair of rail, BRT and commuter buses

Formula program

Funds used to improve condition of train cars, buses, stations, etc.

Set targets for future conditions—track and report
• NJ bridge repair needs: $2,728,509,020

• Transit repair needs: ??

• Percent of NJ NHS roads not in good condition: ~82%

• Percent of NJ transit vehicles not in good condition: ??
Changes to New Starts

Key Program Changes

- **Core Capacity Expansion**: New Starts can now fund projects that increase the core capacity of an existing system by at least 10 percent.

- **Streamlined process**: Applicants can use the alternatives analysis developed during planning or NEPA review.

- No funding set-aside for only Small Starts projects

- **BRT**: Increased bus rapid transit eligibility

- Updated evaluation criteria

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**Competition**

Remains competitive grant program

More eligibilities = more competition

Funded at $1.9 billion

Subject to annual appropriations and sequester
## Grants and Loans

### TIFIA Loans

**Purpose**: Provide eligible surface transportation projects with low-cost, flexible finance

- TIFIA program can provide more than $17 billion in direct loans over next two years
- Must have a dedicated repayment source (toll, sales tax, etc.)
- Easier for transit agencies to access loans
- Can pay back with future economic development
- First come first serve rolling application

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</thead>
<tbody>
<tr>
<td>Highways</td>
</tr>
<tr>
<td>Intercity bus and rail</td>
</tr>
<tr>
<td>Multimodal facilities/port access</td>
</tr>
</tbody>
</table>

### Competitive Grants

**TIGER: $500 M**
- Fund projects that range in size
- Local governments can apply

**Projects of National and Regional Significance (PNRS): $500 M**
- Very large projects
- Only states and transit agencies can apply
Making the Most of Transit Investments

- **Planning grants:** In order to apply for TOD planning grants, project sponsors must be developing a new fixed-guideway or core capacity project
  - **Funding:** $10 million in FY13 and FY14
  - **Pilot Program:** Need to demonstrate success
- **Financing:** Low interest loans
To Recap...

• No new money
• New opportunities
  • Bicycle and pedestrian
  • Transit
• Less dedicated funding + more flexibility = less certainty
• Performance Measures
What can we do NOW?

Bridges
• Commit to adequately fund infrastructure repair

Local priorities
• Use MAP-21 flexibility to use NHPP funds to fix federal-aid bridges—preserving STP for local priorities
What can we do NOW?

Bicycle and Pedestrian

• Ensure the Transportation Alternatives program is fully funded and grants are awarded in a timely manner

• Provide a “fair share” of safety funding for bicycle and pedestrian safety

Transit

• Make case for future need

• Take advantage of funding opportunities
MAP-21 represents transition

Performance measures will drive future spending.

Opportunity AND Risk

Will performance measures examine the right issues or solve false problems?
Work with Us!

Join us at t4america.org
info@t4america.org
Additional Resources:

MAP-21 Handbook