

Moving Forward with MAP-21 *August 8, 2012*

The new federal Surface Transportation Act, known as “Moving Ahead for Progress in the 21st Century” or MAP-21 was signed in to law on July 6, 2012. Prior to this overhaul of federal surface transportation laws, the last major changes at the federal level occurred with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, pronounced Ice-Tea), more than 20 years ago. Given the major changes inherent in MAP-21, a measured approach to implementation is in order. A measured approach will also allow time to receive additional guidance from the Federal Department of Transportation. The bullets below detail the highlights of the Administration’s proposal for MAP-21.

- Funding levels remain the same as Federal Fiscal Year 2012 at \$3.5 billion.
- The Administration’s proposal focuses on maintaining a status quo funding level for overall funding – ensuring that the State and Local Agencies each receive a total share of funding consistent with total funding received under prior federal acts.
- One cannot view each program in isolation because of the dramatic restructuring of programs and funding included in MAP-21. Many programs were eliminated or combined, and new programs were created. The significant changes to programs and program eligibility add to the challenge of creating a funding plan that maintains current total funding levels.
- The proposal retains the existing funding splits between the State and the Locals/Regions - approximately \$2.2 Billion State (62%), approximately \$1.3 billion for Locals/Regions (38%). Changes in this split in the next two years could result in projects that are almost ready to go to construction being removed from the program due to lack of funding.
- Allows for a transitional period recognizing that the regions and the State already have projects programmed against these funds under existing rules:
 - Continues the current level of RSTP funding.
 - Continues the current level of SHOPP program.
 - Continues the current level of Bridge funding for both state and local bridges. The program would continue to be administered by the state.
 - Continues the flow of CMAQ and MP apportionments to regions using existing formulas.
 - Divides the HSIP program as required in MAP-21 after setting aside funds for SRTS.
 - Continues the Safe Routes to School program which would remain administered by the state.
 - Transportation Alternatives Program funding would continue under the STIP formula after setting aside \$5 million for Recreational Trails.
- Legislative changes are not necessary to allow apportionment of funds within California, provided that the state pursues a “status quo” approach discussed above.
- MAP-21 includes and inflation increased to apportionments for FFY 2014. Increases will be applied to programs and all splits.
- Working groups are being established to discuss potential program changes that will take into account federal guidance and performance measurements for MAP-21. The intention is to have a first draft of proposed legislation in early 2013. There will need to be a transition period to implement any program changes.

Administration's Proposal for MAP-21 - Programmatic Apportionment Distribution Compared to Current SAFETEA-LU Extension

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	
TOTAL	3,544	2,185	1,359
		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
TOTAL	3,544	2,474	1,069
		70%	30%

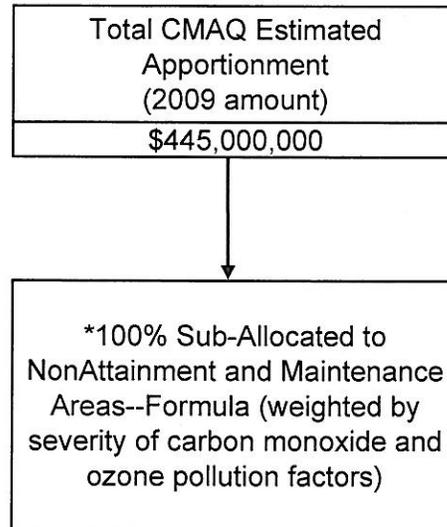
MAP-21 Rev. FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,670	
NHS Bridges			
			228
Bridges on NHS are eligible under NHPP or STP Bridges off-system are eligible under STP			
Off-system Bridges			
			75
STP	873	347	451
Subtotal	2,770	2,017	753
CMAQ	445		445
MP	48		48
HSIP	209	94	94
SRTS			
			21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

2013

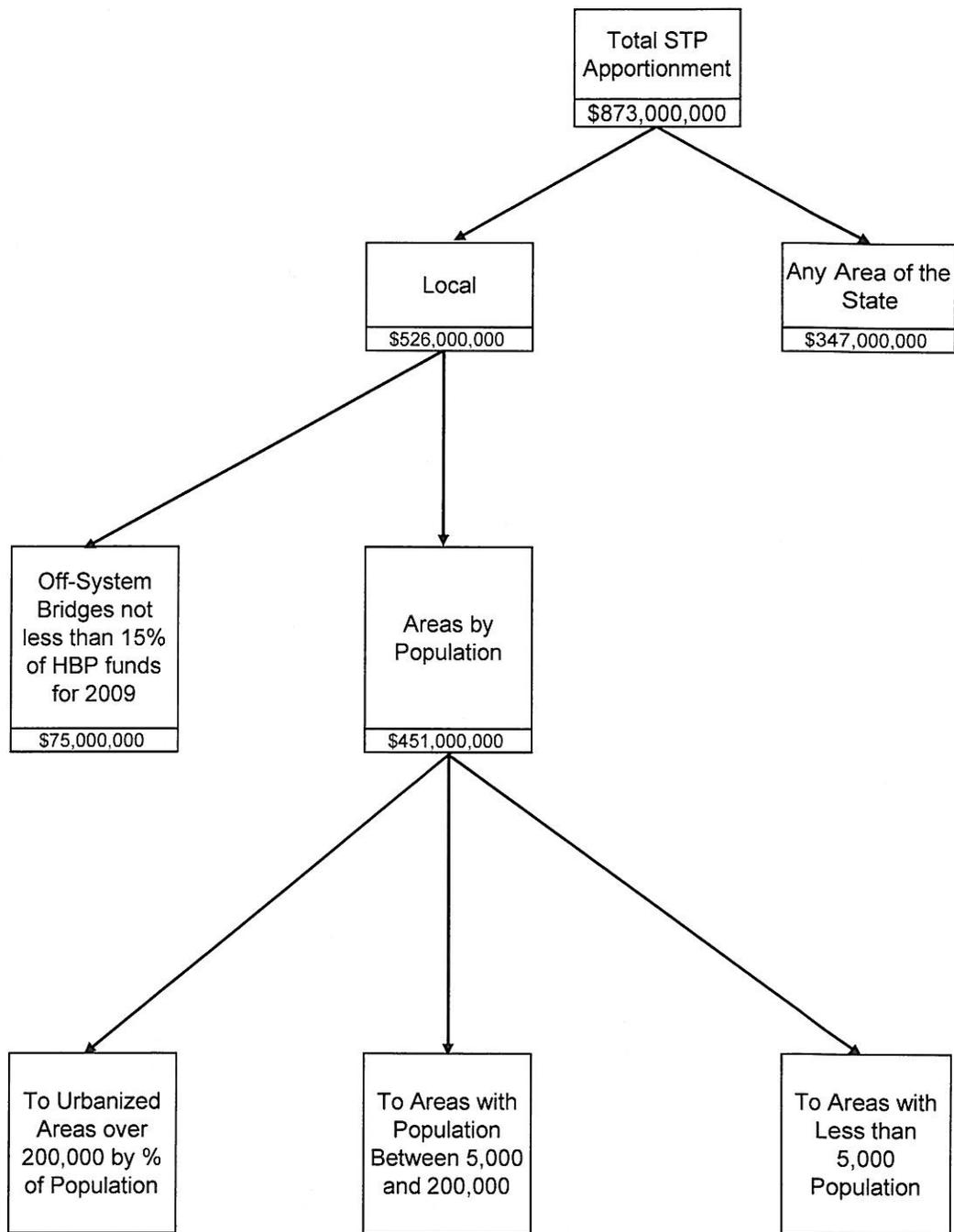
**Congestion Mitigation and Air Quality (CMAQ) Improvement Program under
MAP-21 -- State Proposal**



*CMAQ program basic allocation unchanged from SAFETEA-LU.

Note: All numbers will be reduced by 2% SPR take-down.

**Surface Transportation Program (STP) under MAP-21 --
State Proposal**



Note: All numbers will be reduced by 2% SPR take-down.

2013

**Transportation Alternatives (TA) Program under MAP-21 --
State Proposal**

