

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

MAP-21 will authorize and fund Highway Trust Fund (HTF) Programs for twenty seven months, covering FFYs 2012-2014. The bill buys the Highway Trust Fund two more years of solvency at the funding levels in the bill. The bill does not address the long-term imbalance between the projected levels of HTF user taxes and the current levels of HTF spending.

Highway Provisions

Eliminates formula factors for individual highway programs, instead distributing highway formula funds based on each state's share of total highway funds in FY 2012. These amounts include both apportioned formula and allocated (discretionary or earmarked) amounts. Program apportionments for Minnesota are listed in Table 1.

- Restructures programs by eliminating or consolidating approximately 60 programs and restructuring the Highway Program around four "core" formula programs: National Highway Performance (\$365,389,784 in 2013), Surface Transportation (\$168,067,828), Highway Safety Improvement (\$40,152,723), and Congestion Mitigation and Air Quality (\$30,499,886).
- Eliminates the Equity Bonus program.
- Guarantees every state a minimum return of 95% of gas tax payments into the HTF.
- A new Transportation Alternatives (TA) program (\$16,469,181 in 2013) replaces Transportation Enhancements and includes Safe Routes to School. This is funded through a set aside of 2% of amounts apportioned to states.
- Highway Safety Improvement Program (\$40,152,723 in 2013).
- Expands the National Highway System to 220,000 miles.
- Current MPO designations are continued.

Mass Transit Provisions

- No change in basic funding structure.
- Consolidates the existing Elderly/Disabled and New Freedom programs into a single program.
- Eliminates the Job Access and Reverse Commute program (JARC) but requires funding for these activities under the urban and rural formula programs.
- Converts the Bus and Bus Facilities program from a competitive program (about \$800-900 million a year in appropriations earmarks) to a formula program with half the funding.

Minnesota Public Transportation Apportionment		
Current (2012)	FY 2013	FY 2014
\$94,386,409	102, 598, 735	\$103,943,878

Freight

National Freight Program: The bill does not create a separate freight funding program, but increases the federal share for freight mobility projects identified in state freight plans. It establishes a national freight policy, requiring designation of a primary freight network of up to 30,000 miles and development of a national freight strategic plan

Rail Provisions

There are no rail provisions and the conference report does not reauthorize the Rail Line Relocation Program.

Table 1

Minnesota Highway Apportionments			
Program	2012	2013	2014
Interstate Maintenance	\$121,409,516	Included in NHPP	
National Highway System (NHS)	\$150,146,552	Included in NHPP	
National Highway Performance Program <i>(Consolidate existing IM, NHS & on-system bridges)</i>	N/A	\$365,389,784	\$368,469,739
Surface Transportation (STP)	\$188,119,491	\$168,067,828	\$169,484,511
Recreational Trails	\$2,255,509	Eligible under STP	
Border Infrastructure	\$3,903,088	Eligible under STP	
Bridge Replacement & Rehabilitation	\$43,248,507	On-system bridges included in NHPP, off-system bridges in STP	
CMAQ	\$32,274,098	\$30,499,886	\$30,756,977
Transportation Alternatives <i>(Includes TE projects)</i>	N/A	\$16,469,181	\$16,696,030
Safe Routes to School	\$2,713,723	Eligible under TA program	
Metro Planning	\$3,821,932	\$4,283,880	\$4,319,990
Safety/ Highway Safety Improvement Program	\$29,648,215	\$40,152,723	\$40,491,180
Rail-Highway Crossings	\$5,601,252	Included under HSIP	
Equity Bonus	\$41,721,400	Eliminated	
Total	\$624,863,283	\$624,863,283	\$630,218,428