

**Florida Analysis of MAP-21**  
**“Moving Ahead for Progress in the 21<sup>st</sup> Century Act”**  
**Conference Report on H.R. 4348**  
(as of 7/2/12)

**FUNDING**

- FY 2012 – SAFETEA-LU funding is extended from June 30 to the end of the federal fiscal year, September 30, 2012
- FY 2013 – Total authorizations are \$40.968 billion for highways and \$10.584 for transit. The obligation limit for highways is \$39.699 billion
- FY 2014 – Total authorizations are \$41.025 billion for highways and \$10.701 for transit. The obligation limit for highways is \$40.256 billion

**EQUITY**

Highway formula funding for 2013 and 2014 is based on funding received in 2012. Florida's federal funding of \$1.835 billion for 2012 will continue in 2013 and increase slightly to \$1.851 in 2014. The effective **rate of return** for formula funding is 93%. The provision to guarantee each state 95% of their Highway Trust Fund tax **payments** will not have any effect for Florida.

**INNOVATIVE FINANCE**

- The TIFIA Credit Assistance Program is funded at \$750 million in 2013 and \$1 billion in 2014
- Federal funding participation in tolling facilities is expanded
- Section 1958 of SAFETEA-LU prohibiting tolling on Interstate 4 is repealed
- P3s – best practices and technical assistance are to be provided by USDOT

**PROGRAM STRUCTURE**

- **FY 2013**
  - National Highway Performance Program – \$21.752 billion (Florida – \$1.116 billion)
  - Surface Transportation Program – \$10.005 billion (Florida – \$514 million)
  - Highway Safety Improvement Program – \$2.390 billion (Florida – \$123 million)
  - Congestion Mitigation and Air Quality – \$2.209 billion (Florida – \$13 million)
  - Metropolitan Planning – \$312 million (Florida – \$19.6 million)
  - Transportation Alternatives – \$809 million (Florida – \$49.2 million)
- **FY 2014**
  - National Highway Performance Program – \$21.936 billion (Florida – \$1.126 billion)
  - Surface Transportation Program – \$10.090 billion (Florida – \$518 million)
  - Highway Safety Improvement Program – \$2.410 billion (Florida – \$124 million)
  - Congestion Mitigation and Air Quality – \$2.228 billion (Florida – \$13 million)
  - Metropolitan Planning – \$314 million (Florida – \$19.8 million)
  - Transportation Alternatives – \$820 million (Florida -- \$50.0 million)

Note: “Transportation Alternatives” include transportation enhancements, recreational trails, safe routes to schools and other uses

## **PROJECT DELIVERY**

National policy – and various tools and mechanisms – to accelerate project delivery, reduce costs, and ensure the implementation of projects is done in an efficient and effective manner, promoting accountability for public investments, and encouraging greater private sector involvement in financing and delivery while enhancing safety

Activities to be designated as categorical exclusions under the National Environmental Policy Act are:

- Repair or reconstruction of a road, highway, or bridge damaged by a declared emergency or disaster, if the project is in the same location, has the same specifications as the original project, and commences within two years of the declaration of emergency or disaster
- Any project within the existing “operational right-of-way”
- Projects receiving limited federal assistance (less than \$5 million in federal funds or less than 15% federal funds for projects costing up to \$30 million)

## **PLANNING REQUIREMENTS**

- Statewide and metropolitan area planning processes are to incorporate a performance-based approach
- States, metropolitan planning organizations and public transportation providers will establish targets for national performance management measures
- Requires identification of a National Freight Network and development of a National Freight Strategic Plan, encourages states to develop State Freight Plans
- A pilot program for transit-oriented development planning is created

## **PERFORMANCE REPORTING**

National goals and performance management measures will focus on key outcomes, such as reducing fatalities, improving road and bridge conditions, reducing congestion, increasing system reliability, and improving freight movement and economic vitality, and public transportation safety and “state of good repair” of capital assets