



## **Moving Ahead for Progress in the 21st Century Act MAP-21**

On July 6, 2012, President Obama signed the “Moving Ahead for Progress in the 21st Century Act” (MAP-21), federal highway and transit program reauthorization into law. The new law came after 1,000 days of extensions since the previous surface transportation law (SAFETEA-LU) expired.

The bill is essentially one last three-month extension of SAFETEA-LU, as well as a new two-year authorization of the federal highway, transit and safety programs for fiscal years 2013 and 2014. The law reauthorizes these programs through September 30, 2014, but also includes a number of significant policy reforms.

### **Surface Transportation - General**

To assure the Highway Trust Fund sufficiently finances MAP-21’s federal highway and transit investment levels, the new law:

- Extends the federal motor fuel taxes through September 30, 2016 and the truck excise taxes through September 30, 2017;
- Transfers \$2.4 billion from the Liquid Underground Storage Tank Trust Fund into the HTF; and
- Shifts \$18.8 billion from the general fund to the Highway Trust Fund, including \$16.6 billion to the Highway Account and \$2.2 billion to the Mass Transit Account.

Beginning October 1, 2012, MAP-21 combines the 2005 surface transportation law program structure into four primary programs:

- National Highway Performance Program;
- Surface Transportation Program;
- Highway Safety Improvement Program; and
- Congestion Mitigation and Air Quality Program.

National Highway Performance Program: MAP-21 combines the SAFETEA-LU National Highway System (NHS) and Interstate Maintenance Programs and part of the Bridge Program into one new National Highway Performance Program. The goal is to fund investment in the nation’s primary highways and ensure investments achieve performance standards set in each state’s asset management plan.

States are required to set goals to maintain or improve NHS conditions and performance consistent with minimum levels established by the U.S. Secretary of Transportation. They also must develop an asset management plan to achieve the goals, and report annually on goal progress. Failure by a state to achieve maintenance standards for Interstate Highway System (IHS) and bridges will prompt spending requirements set by the law.

Surface Transportation Program: The Surface Transportation Program will continue as under SAFETEA-LU, but will also allow funds to be used to support bridges off the federal system.

National Freight Policy: MAP-21 creates a National Freight Policy designed to improve the condition and performance of the nation's freight network. MAP-21 increases the federal cost-share to 95 percent for freight-related projects on the IHS and to 90 percent on other roads to encourage states to make freight-improvement investments.

**For more information on MAP-21, including a thorough explanation of environmental streamlining, public-private partnerships and other policy highlights, please visit the American Road & Transportation Builders Association (ARTBA) detailed overview/analysis at:**

**<http://www.artba.org/mediafiles/members07-13-12artbamap-21final.pdf>**