

H.R. 14, the “Moving Ahead for Progress in the 21st Century” (MAP-21) The House Companion Bill to the Bipartisan Senate-Passed Bill

*Prepared by the Committee on Transportation and Infrastructure Democratic Staff
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H.R. 14, the “Moving Ahead for Progress in the 21st Century” (MAP-21) provides a total of \$109 billion in funding for FY 2012 and FY 2013 for Federal highway, highway safety, and public transportation programs. H.R. 14 is identical to the bipartisan Senate bill (S. 1813), which passed the Senate by an overwhelmingly bipartisan vote of 74-22.

H.R. 14 delivers:

- **Higher Funding Levels:** Continues current funding levels, and provides \$3.8 billion more highway funding for States than the House Republican bill (H.R. 7) over the next two years.
- **More Jobs:** Sustains approximately 1.9 million jobs on an annual basis. Conversely, the House Republican bill destroys 550,000 jobs compared to current funding levels.
- **Guaranteed Funding for Public Transit:** Provides continued dedicated financing for public transit from the Highway Trust Fund, unlike H.R. 7.
- **Streamlining:** Continues and expands upon provisions developed during the last surface transportation act to expedite project delivery without gutting environmental protections or limiting public participation, unlike H.R. 7.
- **Buy America:** Strengthens Buy America requirements that apply to Federal highway, transit, and rail capital projects by prohibiting the segmentation of such projects to avoid Buy America requirements; ensures that the U.S. Department of Transportation (DOT) periodically review existing nationwide waivers applicable to highway and rail projects; requires DOT to justify any proposed waiver of the Buy America requirements; and ensures that the American public has notice of and an opportunity to comment on any proposed waiver prior to it taking effect.
- **No Increase in the Deficit:** MAP-21’s bipartisan financing package fully pays for the bill by providing approximately \$9.6 billion in new revenues into the Highway Trust Fund. This amount will fully pay for highway, transit, and highway safety programs authorized by the bill in FY 2012 and FY 2013, and will allow DOT to maintain a positive balance in both the highway and transit accounts of the Highway Trust Fund at the end of the bill. The bipartisan offsets do not add to the deficit because the General Fund of the Treasury is also made whole for every dollar transferred into the Highway Trust Fund.

Highways

- ***Provides Higher Funding Levels:*** Continues current funding levels, adjusted for inflation, of \$39.1 billion for FY 2012 and \$39.8 billion for FY 2013 for the Federal-aid highway program, providing States \$3.8 billion more highway funding than is provided by H.R. 7 over the two-year period.
- ***Restructures Federal-aid Highway Program:*** Restructures highway programs by eliminating or consolidating approximately 60 programs, and structures the Highway Program into five “core” programs: the National Highway Performance Program, the Transportation Mobility Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality program, and the National Freight Program.
- ***Provides a More Equitable Distribution of Federal-aid Highway Funds:*** Distributes highway formula funds more equitably than H.R. 7, providing 39 States with more funding than they receive under H.R. 7.
- ***Maintains and Strengthens Transportation Enhancements:*** Provides funding for transportation enhancement activities and the recreational trails program. Improves the implementation of these programs by moving more decision-making authority to the regional and local level, providing local governments and metropolitan planning organizations with better access to enhancement funding.
- ***Leverages Federal Investment by expanding TIFIA:*** Increases annual funding available for Federal credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and loan guarantee program from \$122 million to \$ 1 billion.

Transit

- ***Provides Guaranteed Funding for Transit:*** Continues dedicated financing for transit at current funding levels, \$10.46 billion per year for transit programs for FY 2012 and FY 2013, and directs more of this funding through formula programs than current law by eliminating the Bus and Bus Facilities discretionary grant program.
- ***Allows Use of Funds for Operating Expenses:*** Allows all transit systems, during periods of high unemployment, and systems operating fewer than 100 buses in peak service to use a portion of their formula grant funds for operating expenses.
- ***Streamlines New Starts:*** Streamlines New Starts program; makes core capacity projects eligible for funding; and changes eligibility for Bus Rapid Transit projects.
- ***Consolidates Programs:*** Consolidates the existing Elderly and 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 grant programs.

- ***Expands the Rural Grant Program:*** Provides \$30 million for discretionary and formula grants for public transportation on Indian Reservations and establishes a new \$20 million Appalachian Development Public Transportation Program within the Rural grant program.
- ***Establishes a State-of-Good-Repair Grant Program:*** Replaces the existing Rail Modernization program with a program to move all systems toward a state of good repair. Eliminates funding tiers and earmarks and replaces these line items with a new structure that focuses on the age of the system, revenue vehicle miles, and directional route miles.
- ***Enhances Transit Safety:*** Establishes a National Public Transportation Safety Plan; requires public transportation agencies to establish comprehensive safety plans; and provides the Secretary of Transportation with new enforcement and oversight authority.

Safety

- ***Provides Higher Funding Levels:*** Provides current funding levels, \$574 million per year for highway safety grant programs administered by the National Highway Traffic Safety Administration (NHTSA), which is \$162 million more than H.R. 7 over the two-year period; and provides \$311 million per year for commercial motor vehicle safety programs.
- ***Establishes Distracted Driving and Graduated Driver's Licensing Grants Programs:*** Establishes two new NHTSA grant programs to address critical safety issues: distracted driving and graduated driver's licensing.
- ***Raises the Bar on Motor Carrier Safety:*** Tightens registration requirements; mandates the use of electronic on-board recorders for hours of service compliance; and requires NHTSA and FMCSA to complete rulemakings to improve bus safety on an expedited timeline.

Railroads

- ***Clarifies National Rail Plan:*** Clarifies the Secretary of Transportation's responsibility for developing a National Rail Plan; Regional Rail Plans and State Rail Plans will be the building blocks for implementation of the National Rail Plan.
- ***Encourages High-Speed Rail in the Northeast Corridor:*** Encourages further development of high-speed rail in the Northeast Corridor.
- ***Clarifies Positive Train Control Requirements:*** Allows the Secretary of Transportation to extend in one-year increments the deadline for implementation of Positive Train Control from December 31, 2015, to December 31, 2018.

Hazardous Materials

- ***Provides Hazmat Training for Emergency Responders:*** Requires additional training for emergency responders in the event of accidents or incidents that occur during hazardous materials (hazmat) transportation.
- ***Increases Civil Penalties for Hazmat Transportation Violations:*** Increases the maximum civil penalties for hazmat transportation violations and authorizes new penalties on individuals who obstruct investigations or refuse to pay penalties.
- ***Requires Criteria for Hazmat Special Permits:*** Requires the development of clear and consistent procedures and criteria for evaluating applications for special permits and approvals.

Funding

- ***Fully Paid For:*** MAP-21's bipartisan financing package fully pays for the bill by providing approximately \$9.6 billion in new revenues into the Highway Trust Fund. This amount will fully pay for highway, transit, and highway safety programs authorized by the bill in FY 2012 and FY 2013, and will allow DOT to maintain a positive balance in both the highway and transit accounts of the Trust Fund at the end of the bill.
- ***Does Not Increase the Deficit:*** The bipartisan offsets do not add to the deficit because the General Fund of the Treasury is also made whole for every dollar transferred into the Highway Trust Fund.
- ***Sources of Funding:*** Transfers \$3 billion from the Leaking Underground Storage Tank (LUST) Trust Fund to the Highway Trust Fund; dedicates gas guzzler taxes to the Highway Trust Fund; allocates customs duties on imported vehicles to the Highway Trust Fund; adjusts pension funding; revokes or denies passports of seriously delinquent tax debtors; and other provisions.