

Impacts of MAP-21 Legislation on Tribal Transportation

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What is MAP-21?

- Moving Ahead for Progress in the 21st Century
- Passed by Congress in Spring/Summer 2012
- Legislation took effect on Monday, October 1
- Replaces SAFETEA-LU
- Funding levels roughly the same as SAFETEA-LU

Notable Changes

- Streamlines the federal highway transportation program
- Provides states with more flexibility on how to spend federal transportation funds
- Increases emphasis on safety

Program Restructuring

- Six core programs:
 - National Highway Performance Program (NHPP)
 - Surface Transportation Program (STP)
 - Highway Safety Improvement Program (HSIP)
 - Railway-Highway Crossings (set-aside from HSIP)
 - Metropolitan Planning
 - Congestion Mitigation and Air Quality Program (CMAQ)

Additional General Programs

- Transportation Alternatives
 - Safe Routes to School
 - Transportation Enhancements
 - Tribal governments eligible to apply
- Emergency Relief
 - Tribal governments eligible to apply

Tribal Programs and Provisions

- Tribal Transportation Program (TTP)
- Tribal High Priority Projects Program (THPPP)
- Tribal Supplemental Funding
- Tribal Safety Program
- National Bridge and Tunnel Inventory

Tribal Transportation Program

- Authorized level - \$450,000,000
- Set-Asides
 - Planning – 2% (\$9 million)
 - Implement planning procedures that are consistent with the planning processes required under Sections 134 and 135.
 - Bridge Program – 2% (\$9 million)
 - Tribal Safety Program – 2% (\$9 million)
 - PM&O – 6% (\$27 million)

Tribal Transportation Program Funding Formula

- *34% Initially divided equally among each of the 12 BIA Regions*
- *27% in the ratio that the total eligible mileage in each tribe bears to the total eligible mileage of all American Indians and Alaska Natives.*
- *39% in the ratio that the total population in each tribe bears to the total population of all American Indians and Alaska Natives.*

Funding Transition

- Funding will be phased in over four years:
- FY 13
 - 80% in the ratio that the amount allocated to each tribe for FY11 bears to the total amount allocated to all tribes for that fiscal year
 - 20% tribal shares based on new formula
- FY14
 - 60% old and 40% new
- FY15
 - 40% old and 60% new
- FY16 and thereafter
 - 20% old and 80% new

Tribal High Priority Projects Program (THPPP)

- Replaces Indian Reservation Road High Priority Program
 - Funding sources changes
 - Similar language as IRRHPP
 - Call for project applications no sooner than 60 days after funding is made available.
 - Max - \$1,000,000/project

Tribal Supplemental Funding

- Intended to fill funding gaps from FY 2011
- Remaining funding redistributed to tribes

Tribal Safety Program

- Funds allocated based on safety issues and opportunities
- Project selection process
- Program operation still in development

National Bridge and Tunnel Inventory

- Tribal bridges to be inspected, classified, and inventoried
 - Bridges will be classified according to serviceability, safety, and essentiality for public use; and
 - Based on the classification, each bridge will be given a risk-based priority for systematic preventive maintenance, replacement or rehabilitation.
- Funding TBD

QUESTIONS?

Additional Information:

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<http://www.fhwa.dot.gov/map21>