

**Resolution #TC-3174**

Establishing advocacy policies and priorities for the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) reauthorization bill.

**Approved by the Transportation Commission on July 17, 2014**

**WHEREAS**, on July 6, 2012, the President of the United States signed into law a new transportation reauthorization bill, referred to as the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act” or “MAP-21” (Public Law 112-141); and

**WHEREAS**, the MAP-21 is the primary federal law governing highway, bridge, transit, and transportation safety programs; and

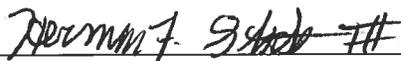
**WHEREAS**, the MAP-21 will expire on October 1, 2014; and

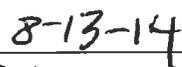
**WHEREAS**, the White House and U.S. Department of Transportation transmitted to the U.S. Congress the “Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act” or “GROW AMERICA ACT”; and

**WHEREAS**, the U.S. Senate has introduced and begun hearings on S. 2322, referred to as the “MAP-21 Reauthorization Act”;

**NOW THEREFORE BE IT RESOLVED**, that the Transportation Commission hereby approves the twelve policy priorities delineated in the following table for legislation reauthorizing the MAP-21.

**NOW THEREFORE BE IT FURTHER RESOLVED**, that the Department staff communicate the approved policy priorities to the Colorado congressional delegation members and staff.

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

  
\_\_\_\_\_  
Date

**MAP-21 Reauthorization  
Colorado Policy Priorities**

Principle	Justification/Description
<b>General Policy Principles</b>	
Provide a long-term reauthorization	Allows for state DOTs to provide greater responsiveness in implementing the law and more continuity for staff to become educated on and in implementing MAP-21 programs
Ensure continuity of programs	Continues the existing MAP-21 programs in a substantially similar, or identical, role; thereby providing adequate time to continue work already underway to implement MAP-21 requirements and measures
<b>Title: Federal-aid Highways</b>	
Continue federal highway and transit spending at current levels at minimum, and retain existing program formula shares	Ensures continuity of state DOT projects and guarantees that, at minimum, existing funds will remain flat
Examine new revenue options (i.e. vehicle miles traveled, sales tax, etc.) and prevent language curbing or prohibiting such studies	Encourages (or does not prohibit) states and the federal government to investigate future revenue sources as the gas tax continues to decline as a revenue source for transportation infrastructure projects and maintenance
Allowing private development in federal aid highway right-of-ways/utilizing Performance-based P3s for rest areas	Permits state DOTs to tap a new source of revenue by leasing highway right-of-way to allow motorist service businesses and other private enterprises to locate at closer proximity to public roadways
Provide increased alternative funding options (i.e. TIFIA) and additional flexibility for Performance-based P3 opportunities, including tolling	Authorizes state DOTs to tap new or expanded sources of financing, thereby accelerating more projects
Support prohibition on earmarking and provide greater use of formula grants to disburse federal funds	Allows for states to have greater flexibility in the use of federal funds and ensures more reliable funding for the states
Maintaining MPO classification for smaller MPOs under 200,000 in population	During consideration of MAP-21, the House version sought to eliminate less populous MPOs. This would have eliminated over half of all MPOs nationwide including Grand Valley and Pueblo
Non-motorized safety performance goals	Establishes a new performance goal requiring state DOTs to track both motorized and non-motorized fatalities and serious injuries (current law does not differentiate between motorized and non-motorized data recorded)
<b>Title: Public Transportation/Transit</b>	
Maintain New Starts program and provide robust funding	Protects the New Starts program, since, as a General Fund program, it may be targeted for savings; the program is essential for successful implementation of the RTD Eagle project and future FasTracks projects, as well as other agencies' projects around the state
Change New Starts program definition of "BRT" and revert to original SAFETEA-LU definition	Allows transit agencies in Colorado to compete for New Starts funds, makes a broader set of potential future BRT corridors within the Denver region potentially eligible for New Starts funding
Restore capital funding for transit to pre-MAP-21 levels.	Before MAP-21, the state's small urban and rural agencies lost about \$8 million to \$9 million per year. The old program was discretionary and Colorado did well. MAP 21 eliminated the \$980 million competitive Bus and Bus Facilities program moving \$423 million to a formula Bus program (Section 5339) and \$557 million to a Rail State of Good Repair program (Section 5337). The net loss to bus capital funding under MAP 21 was \$557M or 57 percent