

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
Long-term Funding Certainty <i>Counties need long-term funding certainty to plan, fund and deliver transformative transportation projects.</i>	<ul style="list-style-type: none"> MAP-21 was passed in the summer of 2012 and provided a two-year authorization of surface transportation programs, which has been extended four times. 	<ul style="list-style-type: none"> The DRIVE Act is a six-year authorization of surface transportation programs but only has three years of guaranteed funding. 	<ul style="list-style-type: none"> The STRR Act is a six-year authorization of surface transportation programs but is only intended to rely on three years of guaranteed funding.
Increased Investment <i>Current levels of federal spending on transportation have failed to meet the needs of America's infrastructure, including county owned highways, bridges and transit systems.</i>	<ul style="list-style-type: none"> MAP-21 authorized \$105 billion for FY13 and FY14 (an average of \$52.5 billion per year). 	<ul style="list-style-type: none"> The DRIVE Act authorizes \$350 billion in spending from the Highway Trust Fund (an average of \$58 billion annually). 	<ul style="list-style-type: none"> The STRR Act authorizes \$325 billion in spending from the Highway Trust Fund (an average of \$54 billion annually).
Increased Funding for Locally Owned Highways and Bridges <i>Counties and other local governments are major owners of the nation's transportation system, collectively owning 50 percent of the National Bridge Inventory and 78 percent of the nation's road miles, including 43 percent of all federal-aid highways.</i>	<ul style="list-style-type: none"> MAP-21 consolidated and eliminated a number of federal-aid highway programs, including some that provided funding for county infrastructure. Overall, these changes caused a 30 percent decrease in the funding available to locally owned highways and bridges. 	<ul style="list-style-type: none"> While the DRIVE Act increases funding for locally owned infrastructure above current law, it does not completely repair the 30 percent cut to locally owned highways and bridges that occurred under MAP-21. 	<ul style="list-style-type: none"> The STRR Act makes more federal-aid highway dollars available to locally owned highways and bridges when compared to both current law and the DRIVE Act. The STRR Act increases the overall funding for the STP program but it also opens up the National Highway Performance Program (NHPP) to support all on-system bridges – essentially making an additional \$140.2 billion available to locally owned highway bridges.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
Surface Transportation Program (STP) <i>STP provides flexible funding that may be used by counties for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects.</i>	<ul style="list-style-type: none"> MAP-21 expanded the list of projects eligible for STP funding and provided approximately \$10 billion annually for the program. 	<ul style="list-style-type: none"> The DRIVE Act slightly increases the overall funding available to the STP program but actually decreases its share of overall highway funding, providing \$64.4 billion for FY16-21. <p>Authorized Amounts FY 16: \$10.2 billion FY 17: \$10.4 billion FY 18: \$10.6 billion FY 19: \$10.8 billion FY 20: \$11.1 billion FY 21: \$11.4 billion Total: \$64.5 billion</p>	<ul style="list-style-type: none"> The STRR Act increases the overall funding available for the STP program above and beyond inflationary growth, providing \$65.3 billion for FY16-21. <p>Authorized Amounts FY 16: \$10.3 billion FY 17: \$10.5 billion FY 18: \$10.8 billion FY 19: \$11.0 billion FY 20: \$11.2 billion FY 21: \$11.5 billion Total: \$65.3 billion</p>
Bridge Funding <i>While counties own 39 percent of the National Bridge Inventory, they own a disproportionate amount of the nation's structurally deficient bridges, making bridge repair, rehabilitation and replacement top priorities for federal-aid by county governments.</i>	<ul style="list-style-type: none"> Prior to MAP-21, all bridges were eligible for funding under the Highway Bridge Program. MAP-21 eliminated the Highway Bridge Program, shifting a majority of the program's funding under the NHPP program and putting funding for off-system bridges under the STP program. Under MAP-21, 77 percent of the National Bridge Inventory relies on funding from the STP program. Off-System Bridge Set-aside: Under MAP-21, States are required to obligate a portion of their STP funds for bridges not on Federal-aid highways—equaling about \$776.4 million on an annual basis. 	<ul style="list-style-type: none"> Under the STP Program, the DRIVE Act creates a new set-aside (equal to 15 percent of the program or an average of \$1.6 billion annually) for bridges off the National Highway System. Of that amount, states would be required to invest at least half on off-system bridges (or an average of \$800 million annually). 	<ul style="list-style-type: none"> The STRR Act maintains the current off-system bridge set-aside, providing \$776.5 million annually out of the state's share of the STP program. In addition, the bill allows for on-system bridges to be funded through the NHPP program and provides additional flexible funding for the STP program, which can support on and off-system bridges.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
Increased Suballocation to Local Areas <i>As the level of government closest to the people, local governments and their elected officials understand best the transportation needs, conditions and circumstances of their communities. Increasing the amount of STP dollars that is suballocated to local areas will put more funding in the hands of local decision-makers and allow communities and regions to prioritize projects with the greatest need.</i>	<ul style="list-style-type: none"> Under MAP-21, states are required to sub-allocate 50 percent of the program's funding to local areas. Out of the other 50 percent, states must obligate a designated amount for the off-system bridge set-aside with the balance remaining under the discretion of the state departments of transportation. Across all states, about \$5 billion is suballocated annually. 	<ul style="list-style-type: none"> The DRIVE Act changes the structure of the STP program so that first 15 percent is set aside for bridges off the National Highway System. Then, 55 percent of remaining amount is suballocated to local areas. Since the bridge set-aside comes off the top of the program, rather than the state's share of the program, only 46.75 percent of the total STP program is actually suballocated. Across all states, the amount suballocated would grow from approximately \$4.6 billion in FY 16 to \$5.3 billion in FY 21. <p>Suballocation Estimates</p> <p>FY 16 = 55%* (Approx. \$4.6 billion) FY 17 = 55%* (Approx. \$4.8 billion) FY 18 = 55%* (Approx. \$4.9 billion) FY 19 = 55%* (Approx. \$5.0 billion) FY 20 = 55%* (Approx. \$5.1 billion) FY 21 = 55%* (Approx. \$5.3 billion)</p> <p><i>*After Non-NHS Bridge Set-aside, which really equals 46.75% of annual apportionment</i></p>	<ul style="list-style-type: none"> The STRR Act phases in an increase in suballocation from MAP-21 levels, raising the portion by one percent every year until 55 percent of the program is suballocated to local areas. It does this while maintaining the current treatment of the off-system bridge set-aside out of the state's share of the program. Across all states, the amount suballocated to local areas would grow from approximately \$5.2 billion in FY 16 to \$6.3 billion in FY 21. <p>Suballocation Estimates</p> <p>FY 16 = 51% (Approx. \$5.2 billion) FY 17 = 52% (Approx. \$5.4 billion) FY 18 = 53% (Approx. \$5.7 billion) FY 19 = 54% (Approx. \$5.9 billion) FY 20 = 55% (Approx. \$6.1 billion) FY 21 = 55% (Approx. \$6.3 billion)</p>
Safety on Rural Roads <i>Safety is one of the greatest concerns for rural counties, with the fatality rate on rural roads being about 2.5 times higher than that on urban roads.</i>	<ul style="list-style-type: none"> MAP-21 eliminated the High Risk Rural Road program and replaced it with a special rule that requires states to obligate Highway Safety Improvement Program dollars to address fatality rates on rural roads only if the fatality rates increase over a two-year period. 	<ul style="list-style-type: none"> The DRIVE Act changes the special rule for high risk rural roads to require states to invest safety funds on rural road safety improvements if their rural road fatality rate fails to decrease over a two-year period of time AND if their rural road fatality rates exceed the national average – this change intends to better target areas with the highest incident rates and compliments the goal of moving our nation's transportation system 'towards zero deaths.' 	<ul style="list-style-type: none"> The STRR Act adds to the current special rule for high risk rural roads by requiring that states demonstrate in their state strategic highway safety plan strategies to address fatalities and improve safety on rural roads if their rural road fatality rate exceeds the median rural road fatality rate for all states.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
Funding for Rural and Urban Public Transportation Systems <i>Counties are involved with the ownership and/or operation of a third of the nation's public transportation systems. Federal funding for public transportation supports everything from major projects in urban areas to critical community connections for transit-dependent populations in rural areas.</i>	<ul style="list-style-type: none"> MAP-21 provided funding for numerous public transportation programs that support county governments, including the urban and rural public transportation formula grants programs. MAP-21 also reduced funding for the Bus and Bus Facilities program and changed the program from a discretionary program (that had been largely earmarked) to a formula program. 	<ul style="list-style-type: none"> The DRIVE Act continues funding for urban and rural public transportation formula grants. In addition, the bill increases funding for Bus and Bus Facilities formula grants and authorizes funding for Bus and Bus Facilities competitive grants, providing a total of \$1.13 billion in discretionary funding for bus and bus facility projects. <p><u>FY16-21 Total Funding Authorizations</u> Urbanized Area Form.-----\$29.28 billion Rural Form. Grants -----\$3.99 billion Bus and Bus Facilities Form. ---\$3.18 billion Bus and Bus Facilities Disc. ----\$1.13 billion</p>	<ul style="list-style-type: none"> The STRR Act continues funding for urban and rural public transportation formula grants. In addition, the bill increases funding for the Bus and Bus Facilities formula grant program and creates an additional competitive bus grants program that will provide a total of \$1.09 billion in discretionary funding to further support bus and bus facility projects. <p><u>FY16-21 Total Funding Authorizations</u> Urbanized Area Form.-----\$27.67 billion Rural Form. Grants -----\$3.77 billion Bus and Bus Facilities Form. ---\$2.72 billion Competitive Bus Grants ----- \$1.09 billion</p>