

# Moving Ahead for Progress in the 21<sup>st</sup> Century

## Reauthorization of MAP-21

### A bill to reauthorize surface transportation programs

#### OUR POSITION

All Americans should have access to transportation options that are safe, accessible, connected to parks and public lands, and promote physical activities such as biking and walking. Supporting these goals when designing transportation infrastructure is critical to creating more livable and active communities, and improving public health.

#### BACKGROUND

In July 2012, Congress passed and the President signed into law the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21. This law funded surface transportation programs at over \$105 billion for FY2013 and FY2014.

MAP-21 also consolidated a number of walking and biking programs – including the Safe Routes to School and Recreational Trails Program – into a newly created Transportation Alternatives Program. In addition, MAP-21 significantly reduced the annual funding for these programs by approximately one-third, from \$1.2 billion to just over \$800 million. MAP-21 also made trail, walking, and biking projects compete with other eligible uses for these fewer federal dollars.

#### ASSOCIATION CONTACTS

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#### MAP-21 REAUTHORIZATION PRIORITIES

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21, is scheduled to expire at the end of May 2015. Reauthorization of this act provides a critical opportunity to strengthen our investments in pedestrian and bicycle infrastructure. Specifically, we support a reauthorization of MAP-21 that:

- **Maintains level funding for the Transportation Alternatives Program (TAP).** TAP, created under MAP-21, consolidated a number of previous walking and biking transportation programs and provides vital funding for infrastructure projects that improve public health. Unfortunately, funding for these programs has already been cut by more than \$400 million annually. Preventing further cuts is essential to ensuring states and communities can provide safe and accessible active transportation options for all their citizens.
- **Create more local control for TAP funding.** In addition to consolidating non-motorized programs, MAP-21 also changed how funds for these programs are distributed. States control half of the TAP funds and can either award them for local projects or transfer funds to other priorities. The other half of TAP funds must be allocated by population, ensuring that rural areas, smaller cities and large metropolitan areas can all access a fair share of these funds. We support allocating two-thirds of the TAP funds to the population share, creating more local control of these funds.
- **Allows an 80/20 funding match across all TAP projects.** Current law requires each individual transportation project to have an 80/20 match in funding. Unfortunately, low-income neighborhoods and rural towns can lack access to resources that would help them meet their 20 percent non-federal funding matching requirement. Spreading the 80/20 requirement across all projects would ensure that states have the flexibility to allow some projects to be 100% federally funded, as long as it is offset by other communities providing higher matches. This is important because low-income communities are often most in need of active transportation options.

#### WHY CONGRESS SHOULD SUPPORT ACTIVE TRANSPORTATION OPTIONS

- About 80% of U.S. adults and 70% of adolescents do not currently get the recommended amount of aerobic exercise and strength training each week.
- Studies have found that \$5.6 billion in heart disease costs could be saved if one-tenth of Americans began a regular walking program.
- Studies have also found that building bike and pedestrian trails reduces health care costs associated with physical inactivity. For every dollar invested in building these trails, nearly \$3 in medical cost savings may be achieved.
- People who have parks or recreational facilities nearby and live in communities with well-connected streets exercise much more than those who do not have easy access. This can have an effect on obesity rates.