



Policy Update



DeLania Hardy

Association of Metropolitan Planning
Organizations

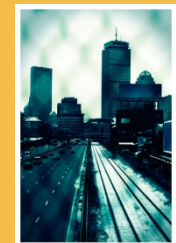
Policy Update

- **Congress**
- **Side by Side on MPO Issues**
- **Outlook**



Surface Transportation Authorization

- House rules for 112th Congress repeals spending guarantees
- Federal surface transportation programs operating under a SAFETEA LU extension that expires September 30, 2011
- Federal gas tax expires September 30, 2011
- Failure to extend surface transportation may result in the furloughing of USDOT employees, shutting down highway reimbursements to states, reimbursements to MPOs, funding for safety programs, and stopping construction programs



Authorization Issues Generally

Issues	House	Senate	USDOT Budget /Staff bill
Funding	6-year \$230B (30% cut)	2-year \$109B (Maintain current levels)	6-year \$556B
Program Consolidation	Consolidates or eliminates 70	87 programs to less than 30	-55 separate highway programs to 5 core programs -5 transit programs to 1 SoG & 1 specialized transportation program
Improved Project Delivery	Yes	Yes	Yes
National Infrastructure Bank	No (State, yes)	Unclear	Yes
TIFIA	\$1B TIFIA/yr from \$122M/yr	\$1B TIFIA from \$122M/yr	-“Up-Front Econ. Boost” \$50 Billion incl. \$ 450m TIFIA -Consolidates innovative finance programs
Attract Private Sector Capital	Yes	Yes	Yes
Redefine Federal Role	Yes	Yes	Yes



Key MPO Issues

Issue	House	Senate	Modal Agency Staff Draft
Performance Based Planning	✓	✓	✓
MPO Threshold Change	100,000 (Based upon staff discussion)	200,000	200,000
Grandfather Small MPOs (50,000)	✓ (Based upon staff discussion)	✗ (Based upon staff discussion)	✗
Certification	Current law	Fact finding authority to States in Tier II MPOs	Fact finding authority to States in Tier II MPOs
Scenario Planning	Unlikely	Under discussion	Not clear
Planning set-aside	?	?	1% of specific programs (Avg. 2012-2017 \$421,445)
CMAQ	Eligible for funding	1 of 5 core programs	No mention

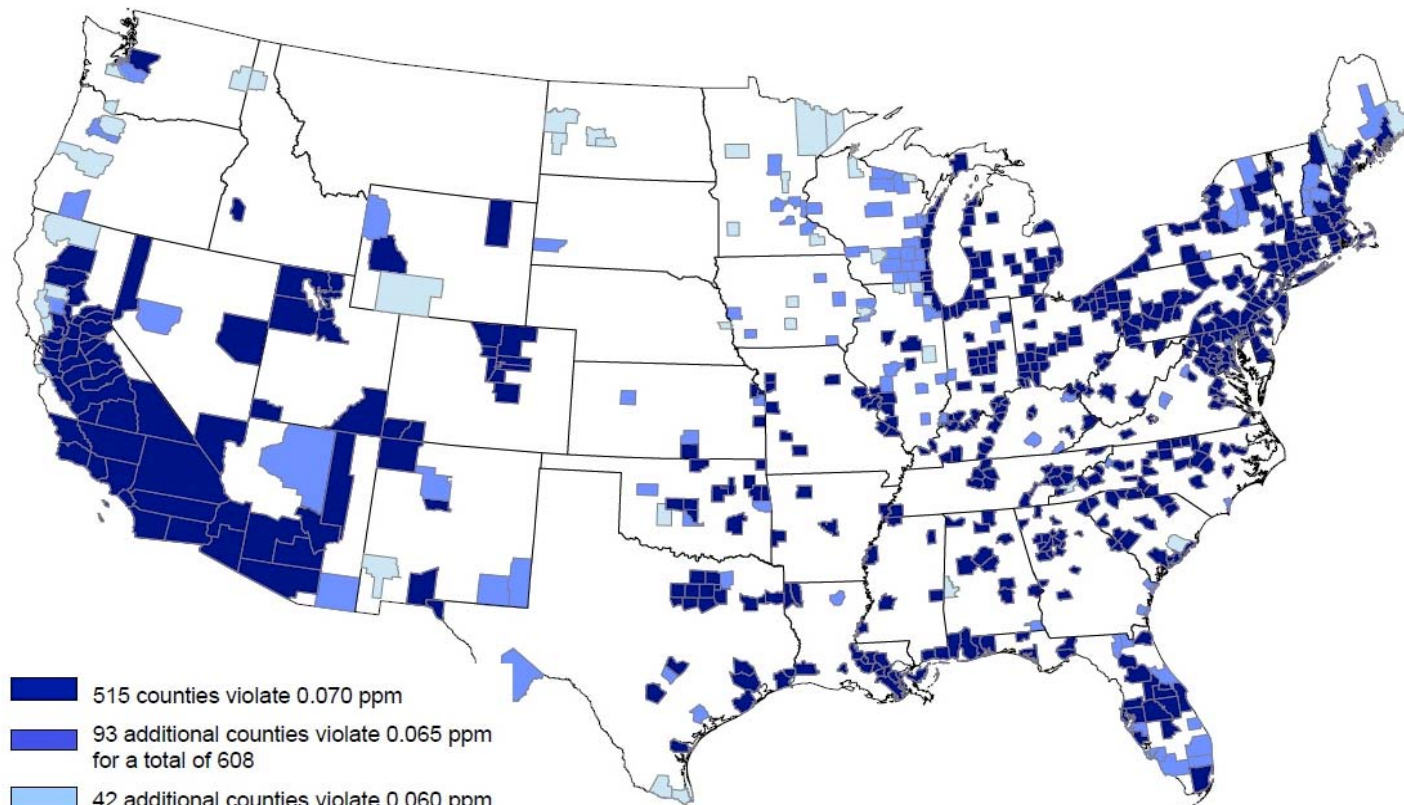


“On the Radar”-- Possible Non-Attainment Areas

Counties With Monitors Violating Primary 8-hour Ground-level Ozone Standards 0.060 - 0.070 parts per million

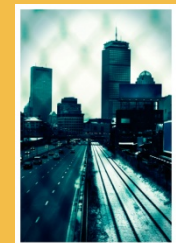
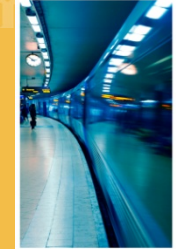
(Based on 2006 – 2008 Air Quality Data)

EPA will not designate areas as nonattainment on these data, but likely on 2008 – 2010 data which are expected to show improved air quality.



Outlook for Surface Transportation Reauthorization

- Very unlikely a bill is sent to the President this year
- Very unlikely both chambers pass a bill in September
- Level of funding debate begins with the surface transportation extension bill in September 2011
 - Likely House cut (based on 2012 House Budget resolution)
 - Senate will attempt to keep spending flat
 - Impact on MPO planning funds
- Length on extension depends on progress in September
 - Sen. Boxer announced a 4 month extension and September 8th mark up in EPW for extension and 2-year bill
 - “Super Committee” on debt and deficit reduction report in November could play a role in length of the CR or transportation extension





Thank you for your time!

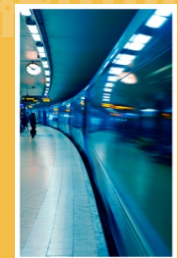
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AMPO

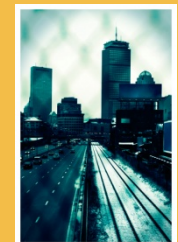
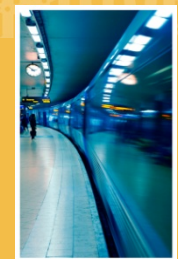
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MPOs - Other Matters



White House/USDOT Authorization proposal

- \$556B six-year authorization
- Rename the Highway Trust Fund the “Transportation Trust Fund” with four accounts
 - Highways - \$336B (48% increase over SAFETEA LU)
 - Transit - \$119B (\$127% increase)
 - High-speed passenger rail - \$53B
 - The National Infrastructure Bank - \$5B/year
- \$50B Upfront economic boost (in 2012)
 - Transportation items
 - \$25 B for Critical Highway Infrastructure
 - \$7.5B for Transit State of Good Repair



White House/USDOT proposal

- **Highways - consolidate over 55 separate highway programs into five core programs:**
 - National Highway Program - \$32.4B
 - Highway Safety Improvement - \$2.5B
 - Livable Communities - \$4.1B
 - Federal Allocation - \$1.4B
 - Research, Technology, and Education - \$661M
- **Establishes a performance-based highway program in critical areas of safety and state of good repair**



White House/USDOT proposal

- **Promoting Regional Planning (Grant):**
 - Bolster state and metropolitan planning;
 - Award funds to high performing communities;
 - Empower the most capable communities and planning organizations to determine which projects deserve funding
- **Rail**
 - \$4B Network Development – Competitive grants for core express, regional and feeder corridors
 - \$4B System Preservation – Funds AMTRAK operating, capital, and debt requirements
 - \$223M Safety and Operations – includes a rail safety user fee of \$80M to offset costs with rail safety inspectors



White House/USDOT proposal

- Transit - Improve condition of assets, expand access, and increase transit safety
- National Infrastructure Bank - Investments of National and regional significance, provide grants, loans, and a combination of both; eligible projects include multimodal projects for highway, transit, rail, aviation, including equipage, ports, and maritime initiatives
- *No plan that pays* for the six-year proposal



What is AMPO asking for?

Broadly—

1. Increased metropolitan planning funds
2. Increased sub-allocation of funding (strengthen 62.5% of STP, urbanized CMAQ and, perhaps, other programs)
3. Increased project selection

Well, what are the key Congressional committees asking of us?



Outlook

- **House/Senate conference before September or be overtaken by Presidential campaign**
- **HTF in decline**
 - Current spending levels are unsustainable
 - Highway account negative in 2013
 - Transit account negative in 2014
- **New revenue above current excise taxes unlikely - Both the President and Congress oppose increasing the federal gas tax**



Authorization

- Time-Line

- House

- Introduce bill in May

- Senate

- TBD... *“Spring” mentioned but the rumor is it is to be done before Sen. Boxer returns from recess...today???*

- USDOT

- Legislative proposal has been drafted and sent to OMB for review...*but introduction to the House is a courtesy– not required.*





Thank you for your time!

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