

# AMPO Legislative Update

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# AMPO Update

- ***American Recovery and Reinvestment Act*** - President signed in to law February 17, 2009. \$27.5B for highways, 30% suballocated to MPO's over 200K. \$6.9B for transit formula grants, \$750M for rail modernization, \$750M for new starts and small starts. All funds are 100% federal share.
  - Congress has conducted oversight hearings on recovery act spending.
  - May 18th, USDOT announced criteria to apply for TIGER Grants. \$1.5B was appropriated to USDOT to make grants to States, local governments, transit agencies, port authorities, tribes, US territories, political subdivisions of State or local governments.
  - Information about how recovery funds have been spent can be found at [Recovery.gov](http://Recovery.gov)
  - Guidance on the ARRA reporting requirements continues to be updated at USDOT. (This continual “updating” process is a point of consternation for MPOs’ and States but USDOT is working with stakeholders to ensure compliance.)

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- **Reauthorization of the multi-year surface transportation bill** - SAFETEA LU expires on September 30, 2009. House Transportation and Infrastructure Committee's Chair plans to release a "blueprint" or white papers in early June. Mark-up in full committee is expected in July. The introduced bill may not include any program dollar amounts - no resolution on financing the bill.
  - Members have submitted their High Priority Projects requests to the House Transportation and Infrastructure Committee.
  - New bill is expected to incorporate programmatic restructuring, national transportation goals, performance metrics, urban mobility, emphasis on livability, and other changes.
  - Neither the House nor the Senate has announced the need to pass an extension bill. With only 4 weeks till the August break and then roughly 3 week till the end of the fiscal year, an extension is likely. How long? Unknown!...NEW NEWS FROM MR. OBERSTAR!
  - USDOT is not expected to delivery comprehensive legislative policy document. Sec. LaHood has stated the USDOT will submit policy papers instead.
  - President Obama and Sec. LaHood are promoting livable communities initiatives - transportation planning should be more coordinated with housing plans.

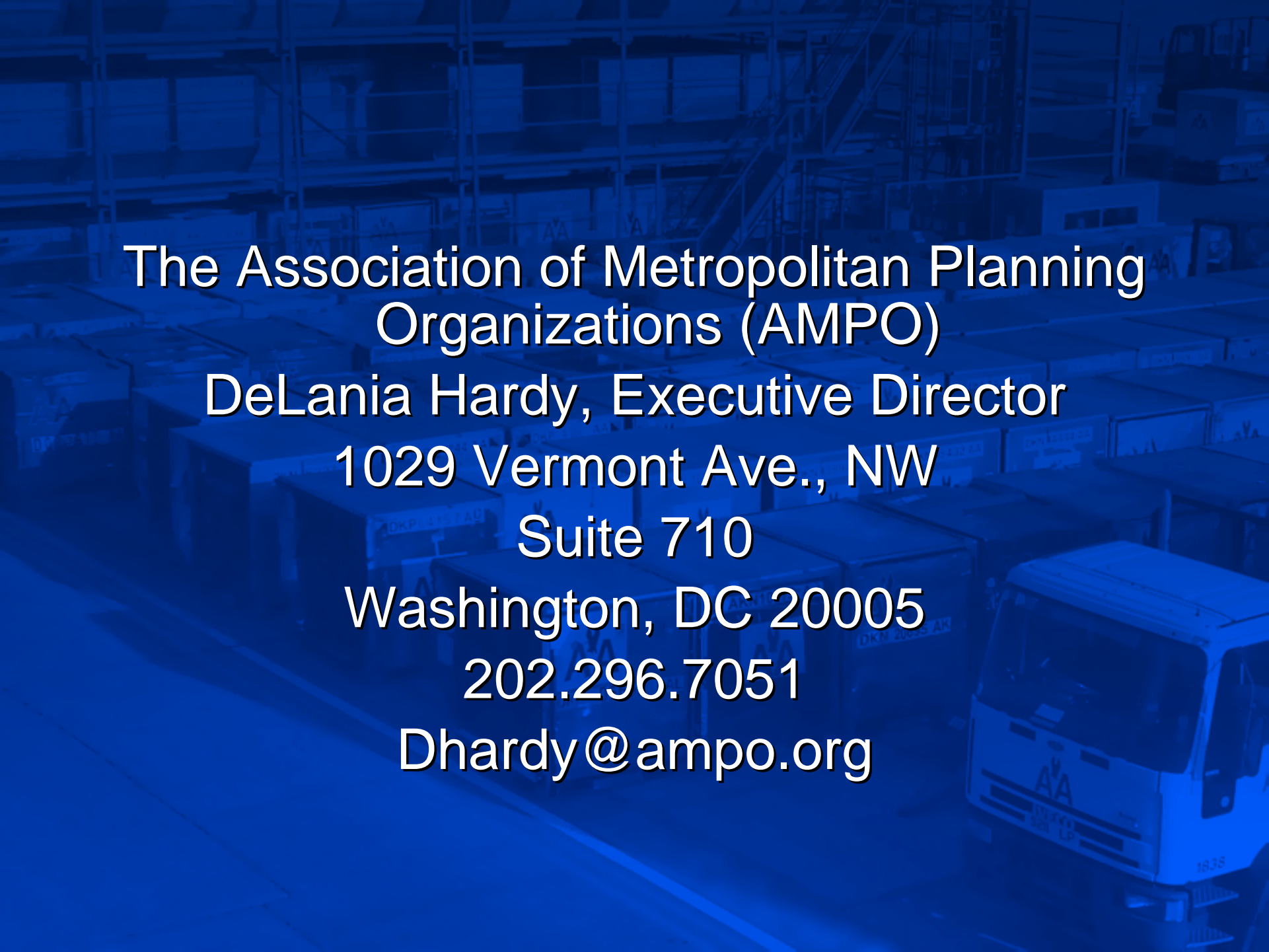
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- *Highway Trust Fund Solvency* - USDOT briefed Congressional staff on plans to address the declining cash balances of the HTF. Without a drastic uptick in receipts and a slowdown in reimbursements, the Federal Highway Administration will run out of cash to handle day-to-day operations before the end of the fiscal year. USDOT plans to notify states in June that they will be unable to sustain daily reimbursements of state voucher claims in early September or earlier.
  - Congress had to infuse the HTF with \$8B, in 2008, from the general fund of the Treasury to address the same problem. The amount in 2009 may be closer to \$10B.
- *SAFTEA LU Rescission (Section 10212)* - \$8,543,000,000B of unobligated balances of funds apportioned to state will be rescinded on September 30, 2009. Planning funds are included. Congress has not yet acted to address this issue.
  - Stakeholders groups are discussion a joint letter to repeal the provision in SAFETEA LU.
  - No guidance from FHWA has been announce.

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- **2454, The American Clean Energy and Security Act of 2009** - Introduced by Rep. Waxman (D-CA), passed the House Energy and Commerce Committee May 21, 2009. Requires States and MPOs (TMAs) to establish goals, strategies and prepare a plan (as part of State plan and TIPs) to reduce transportation-related GHG emissions. GHG plans are submitted to EPA for certification. EPA can impose sanctions for failure to submit the plan. States and MPOs have one year to submit a plan after final regulations are published.
  - Stakeholder groups (AASHTO, ARTBA, AAA, NADO, AMPO, and others) have written letters to both T&I and E&C Committees offering comment and concern about the provisions impacts on planning.
  - We suggest that all planning changes be incorporate into the surface transportation authorization bill and amended into Title 23 and Chap.53 or Title 49.
  - The language in HR 2454 will conflict with climate laws and regs at the state level - adds confusion.
  - Certification of the “plan” - A GHG reduction plan may need to be included in the TIP. If the GHG plan is not certified does the TIP stop as well. 1 year to resubmit GHG plan.

More NEWS... no referral...more to come?



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