



AMPO

Association of
Metropolitan
Planning
Organizations

Washington Update

NYSMPO Annual Conference
Syracuse, NY
June 14-15, 2010



Washington Legislative Update

- SAFETEA LU extended through calendar year 2010 at 2009 pre-rescission levels and restoration of rescinded spending authority.
 - Over \$35B in Gen Fund Transfers to HTF since 2008.
 - Revenue to fund a new multi-year transportation authorization continues to slow progress.
- American Power Act - draft bill released, EPA reviewing.
 - Caps GHG emission, establishes incentives for nuclear and low-emission coal projects, imposes fees on refined products.
- HR 4213, American Jobs and Closing Tax Loopholes Act, passed House of Reps. 215-204. Pending in the Senate.
 - Includes an additional \$416M in 2010 to address an inequity under the HIRE Act.
 - Provides \$30M in additional planning funds distributed by formula.
- Commute Less Act, HR 3517 (7 Cosponsors)
 - MPOs serving TMAs are required to include a representative from the business community as part of the structure.
 - TIP must include projects from the business community (Employer Advisory Council).





Washington Legislative Update - AMPO Activities

- Educate Congress
- Participate in coalitions and meetings with other NGOs
- Participate in peer review sessions
- Survey AMPO members

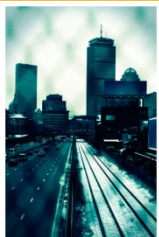




Transportation Reauthorization

- AMPO's 2009 Federal Surface Transportation Authorization Priorities
 - Improve International and Interstate Commerce - Create a National Program for Freight Mobility and Transparent Borders [√]
 - Surface Transportation Authorization Act (STAA) Section 119 - Freight Improvement Program: improve operations, add capacity, strengthen access to international trade markets.
 - Improve Metropolitan Mobility - Create a new Metropolitan Mobility Program [√]
 - STAA Section 1205: provide funding and financing authority to MPOs to maximize mobility and access of people and goods, improve safety, livability.
 - Achieve Energy Independence by 2050 [√]
 - STAA section 1508(h) - GHG reduction. Planning provisions in climate legislation. (AMPO continues to educate Congress on roles, responsibility, and funding).
 - Rebuild America Smarter [√]
 - Inclusion of performance measures, funding focus on SOGR, NEW Critical Asset Investment Program, create a national plan, improve project delivery, increase federal investment and financing tools (TIFIA, NIB).

(Update to the AMPO priorities is currently under consideration by AMPO Policy Committee and Board)





Transportation Reauthorization

- **Surface Transportation Authorization Act** released in 2009 by Chairman Oberstar, Transportation and Infrastructure Committee
 - Draft \$500B bill released by House Transportation Committee and marked up by Hwy & Transit Subcommittee in June 2009.
 - \$337.4B for Highways, including \$100B for new CAI program.
 - \$87.6B (MTA) + \$12.2B (Gen Fund) for public transportation investment.
 - Reduces number of funding “stovepipes” - programs.
 - Dedicates resources to freight capacity and mobility.
 - Dedicates resources to rebuilding and preserving the NHS Critical Asset Investment (CAI).
 - Requires states and local governments to establish transportation plans with performance standards; measure progress, adjust plans to achieve objectives.
 - \$50B Metropolitan Mobility Program.
 - \$50B High Speed Rail Investment.
 - Promote public health and livability of communities - establish the Office of Livability in USDOT.

- Senate transportation committees continue to draft bill.





Transportation Reauthorization (STAA)

- Planning - Section 1508
 - New MPO designation at 100,000 in population.
 - Adds operators of public transit systems to MPO structure.
 - Requires MPOs over 200,000 in population to establish targets and strategies to reduce transportation related GHG emissions.
 - All MPOs over 100,000 in population must have plans certified.
 - Criteria for certification
 - Compliance with the law.
 - Approved TIP.
 - Requires proportional voting on MPOs. **NEW**
 - MPO has met or is likely to meet performance targets. **NEW**
 - MPOs shall implement a system of performance management.
 - Measure the degree to which the LRTP reduces congestion, improves mobility and safety, increase to state of good repair, decreases GHGs, consistent with land use plans, and more.
 - Establish target level of performance.
 - Certification of the plan is now dependent on meeting or likelihood of meeting the performance measures.
- Includes a hold harmless provision for current MPOs at 50,000.
- PL funding set-aside is unknown.





Performance Measures - AMPO

- AMPO is partnering with AASHTO, APTA, NADO, FHWA, FTA, and TRB to conduct a national forum on performance-based planning. This forum, scheduled to take place in September 2010, will:
 - Examine how the current planning process incorporates performance and accountability.
 - Define effective approaches and evolving changes in statewide and metropolitan planning needed to realize a performance-based, outcome-driven planning and programming process.
 - Examine how we might further consider housing, the economy, energy, environment, and climate change in transportation plans and policies.
 - Examine innovative federal, state, and local relationships and roles and responsibilities that support a performance-driven planning process.
 - Identify strategies and actions to expedite transformation of the planning process.
- AMPO established a group of members to develop a performance measure white paper.
- AMPO's Operations Work Group will discuss the development and use of performance measures at all levels, to include basic planning activities.





Metropolitan Mobility and Access

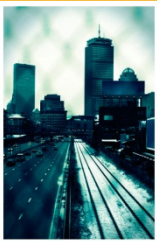
- Section 1205 of STAA - Metropolitan Mobility and Access Program
 - Provides funding grants and financing authority to MPOs to implement programs of projects - reduce congestion, maximize mobility, improve safety and livability.
 - TRB provides recommendations to USDOT for processes and procedures for developing selection and evaluation criteria.
 - USDOT will issue regulations to carry out the MMA program - including eligibility of MPOs to receive funds, eligibility of projects, requirements for mobility plans, identify performance areas and measures.
 - Eligible MPOs include:
 - Serve UZA over 500,000.
 - Have in effect a mobility plan.
 - Demonstrate legal, technical, and financial capacity to carry out the metro plan.
 - Tiered grants
 - Tier One: MPOs serving a planning area over 1M in population and meet requirements.
 - Tier Two: Meet the requirements and not have received a Tier One grant.
 - Eligible Projects must be approved by the new Council on Intermodalism in the Office of the Secretary.





Metropolitan Mobility and Access

- Metro Mobility Plans
 - Approved by the Secretary.
 - Plan must include a number of items such as an assessment of congestion, low cost mobility projects, benefits of projects to the environment.
- Allocation of funds:
 - 40% to Tier One (limited to no more than 10 recipients).
 - 60% to Tier Two (grants must be equitably distributed geographically).
- Full Funding Grant Agreements may be utilized.
- Federal share is 80%.





Climate: Transportation & Planning

- Senate - Clean Energy Jobs and American Power Act. Passed Senate EPW Committee in 2009.
- House - American Clean Energy and Security Act. Passed House of Representatives in 2009.
- Sens. Kerry-Lieberman - American Power Act. Draft bill released to the public in May 2010 and currently under review.
- Sen. Lugar - Senate Practical Energy and Climate Plan Act released June 2010. Energy efficiency, diverse domestic energy, more accountability and measurement of federal programs, and better fuel economy standards for cars and trucks will reduce dependency on foreign oil and GHG emissions.





Climate: Transportation & Planning

- **Common Transportation Provisions (Excluding Lugar Bill):**

- EPA/USDOT consultation and rule making.
- 6 year assessment of progress in reducing GHGs.
- Standardize models and methodologies.
- MPOs serving TMAs are required to establish targets and strategies to meet the targets as part of the planning process.
- Non-TMAs may elect to participate but are subject to all the requirements.
- New planning factors: sustainability, livability, housing, public health and others.
- Demonstrate progress in stabilizing and reducing GHG emissions.
- USDOT and EPA review and determine if the plan meets requirements.
 - Likely to achieve target.
 - Complies with minimum requirements.
- MPOs are eligible for planning funds and performance grants by meeting requirements.
- Failure to establish targets and strategies will not impact certification.





Outlook 2010

- Multi-year transportation authorization.
 - Unlikely to become law in 2010.
 - Cutting spending and reducing the deficit are dominating politics before the elections.
 - No agreement on how to fund a larger federal investment.
 - Increasing the gas tax will not pass Congress.
 - USDOT is able to fund its many priorities through discretionary grants. No draft legislative proposal will be submitted to Congress.
- Clean Energy and Climate legislation.
 - Oil spill in the Gulf of Mexico will motivate Congress to act.
 - Unlikely that any energy/climate bill will reach 60 votes in the Senate.
- 2011 Appropriation bills.
 - Lame-duck votes anticipated. (With the exception of DOD, DHS, Mil Con/VA)
- Educate your Congressional Members and their Staff during August recess.





Thank you for your time.

Questions?

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