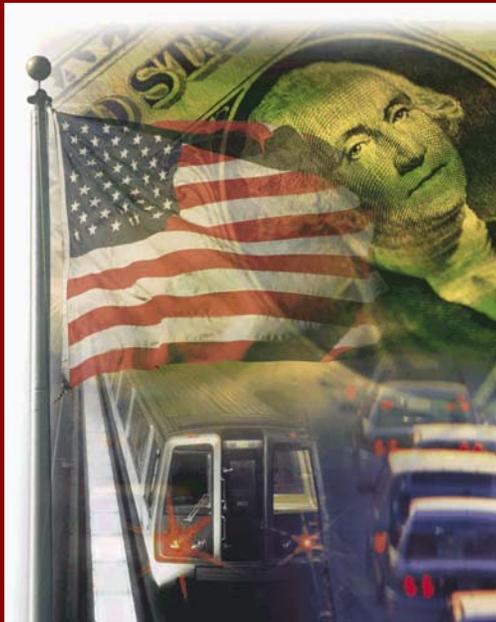


Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users



SAFETEA-LU

Key Provisions for Metropolitan Planning

TPB Technical Committee

September 9, 2005



What is SAFETEA-LU?

- A Federal law that:
 - Authorizes surface transportation programs for fiscal years 2005 to 2009 (including transit, highway, safety, and research programs)
 - Sets policies and regulations for planning, building and funding surface transportation
 - Establishes planning requirements for the TPB as a Metropolitan Planning Organization (MPO)
- Builds upon previous “reauthorizations” -- ISTEA and TEA-21

Overview

- \$286.4 billion for highways and transit for FY 2005 to 2009
- About a 22% increase over TEA-21
- Includes over 6,000 earmarked projects



Implementation



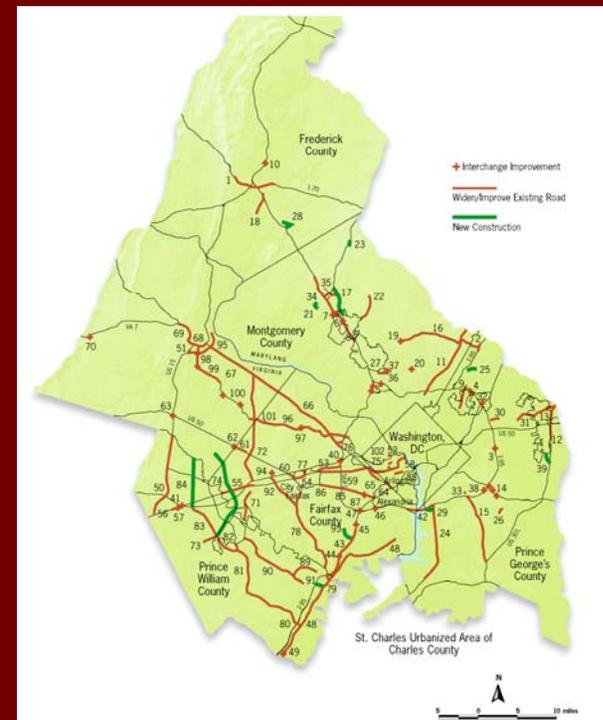
U.S. Department of
Transportation

- New policy guidance and regulations needed to implement SAFETEA-LU
- Regulations and guidance will take time to finalize
- SAFETEA-LU metropolitan planning changes must be reflected in TPB Plan and TIP after July 1, 2007

Metropolitan Planning Provisions in SAFETEA-LU

Metropolitan Planning Funding

- Increase in funding for metropolitan planning
 - 1.25% of highway programs compared to 1.0% in TEA-21
 - FTA planning money increased about 30%



Metropolitan Planning

Eight Planning Factors for Projects and Strategies

New Factors or Emphasis:

- Safety
- Security
- Environment
 - Consistency between transportation improvements and State and local planned growth and economic development patterns

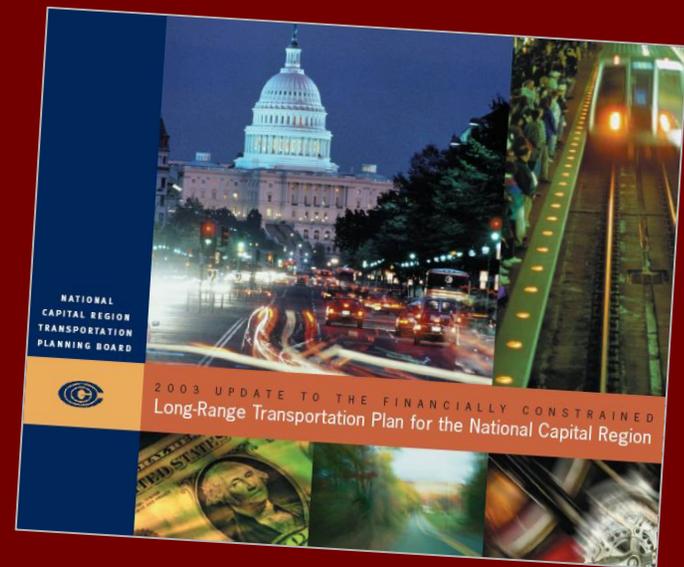


Factors similar to TEA-21:

- Economic vitality
- Accessibility and mobility
- Integration and connectivity of people, freight, and modes
- Management and operations
- Preservation of the existing system
- Environment
 - Energy conservation
 - Improve quality of life

Metropolitan Planning The Plan and Transportation Improvement Program (TIP)

- The Plan and TIP are required every 4 years, instead of 3 and 2 respectively
- The plan must include a discussion of types of potential environmental mitigation activities



Metropolitan Planning

Transportation Conformity

- Conformity for plans and TIPs required at least every 4 years
- Conformity for plans and TIPs must be re-determined not later than 2 years after new emissions budgets found adequate
- Conformity must be made for the last year of the plan, though with consultation, certain shorter periods may be acceptable
- Transportation Control Measures (TCMs) can be substituted in approved SIPs with the concurrence of the MPO, the air agencies and EPA
- A conformity lapse will not occur until 12 months after an applicable deadline



Metropolitan Planning Consultation During Plan Development



- MPOs will be required to consult with agencies responsible for:
 - land use management
 - natural resources
 - environmental protection
 - conservation and historic preservation

- Consultation shall involve, as appropriate, comparison of the plan to conservation plans or maps and natural or historic resources inventories

Metropolitan Planning Public Participation

- Participation Plan is required
- Public involvement *methods* stressed
 - Hold public meetings at convenient and accessible location and times
 - Employ visualization techniques to describe plans
 - Make public information available electronically (Website)
- Bicyclists, pedestrians and people with disabilities shall be provided opportunity to comment on the plan



Metropolitan Planning

MPO Consultation and Coordination

- MPOs will be encouraged to consult with officials on:
 - State and local planned growth
 - economic development
 - environmental protection
 - airport operations
 - freight movements



- Plans and TIPs shall consider the design and delivery of non-emergency transportation services
- Human service transportation coordination plan required

Changes to the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Eligibility Expanded

To include:

- Advanced truck stop electrification systems
- Transportation management and operation systems
- Integrated, interoperable emergency communications equipment
- Diesel retrofits for motor vehicles or non-road vehicles and non-road engines used in construction projects
- Outreach activities to diesel owners and operators on purchasing diesel retrofits



New CMAQ Priorities

- States and MPOs must give priority to:

- Eligible diesel retrofits and other cost effective emission reduction activities
- Cost-effective congestion mitigation activities



- EPA must publish a list of diesel retrofit technologies, including emission reduction effectiveness and cost-effectiveness

Pricing Provisions in SAFETEA-LU

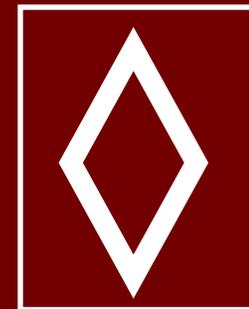
Pricing Provisions

1. High Occupancy Toll (HOT) vehicles allowed on HOV
2. Two pilot programs to finance Interstate construction and reconstruction (each program limited to 3 projects only)
3. Value Pricing Pilot Program
4. Express Lanes Demonstration Program



High Occupancy Vehicle (HOV) Lanes

- States establish occupancy requirements, allowing no fewer than two occupants per vehicle
- States *may* allow vehicle exceptions
 - Motorcycles and bicycles (mandatory exception)
 - Public transportation vehicles
 - Low-emission and energy-efficient vehicles
 - High occupancy toll (HOT) vehicles
- States required to monitor lanes and limit or discontinue vehicle exceptions if facility becomes degraded



High Occupancy Vehicle (HOV) Lanes

- States can toll high-occupancy toll (HOT) vehicles on HOV lanes, if:
 - A program is established
 - Automatic toll collection is used
 - Procedures are established for variable pricing and enforcement
- Excess toll revenues shall give priority to SOV alternatives and safety



Value Pricing Pilot Program (VPPP)

- Program continues with few changes from TEA-21
- Participation limited to 15 existing programs (includes Md, Va)
- New set-aside of \$3 million per year for projects not involving highway tolls (about 25% of program funding)



Express Lanes Demonstration Program



- A new pricing program that permits 15 demonstration projects on an “eligible toll facility”:
 - Existing toll or HOV facility
 - New or modified facility (only the new lane can be tolled)
- Revenues can be used for debt, private financing, and operations and maintenance
- If the facility is adequately maintained, revenues can be used for any eligible highway or transit project

For More Information

- TPB Website

 - www.mwcog.org/transportation

- FHWA and FTA

 - www.fhwa.dot.gov

 - www.fta.dot.gov

- AMPO www.ampo.org

- AASHTO www.aashto.org