



## **Briefing: Status on Reauthorization**

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# Reauthorization Briefing



- Update
- AMPO Policy Framework
- GROW ACT

# Transportation Update

## MAP-21 Reauthorization - Status

- House T&I Committee

- Hearings

- Drafting

- Tentatively planning to move a bill this summer through the House

- Senate EPW (followed by Banking and Commerce)

- Hearings

- Drafting

- Targeting May to move bill through Committee

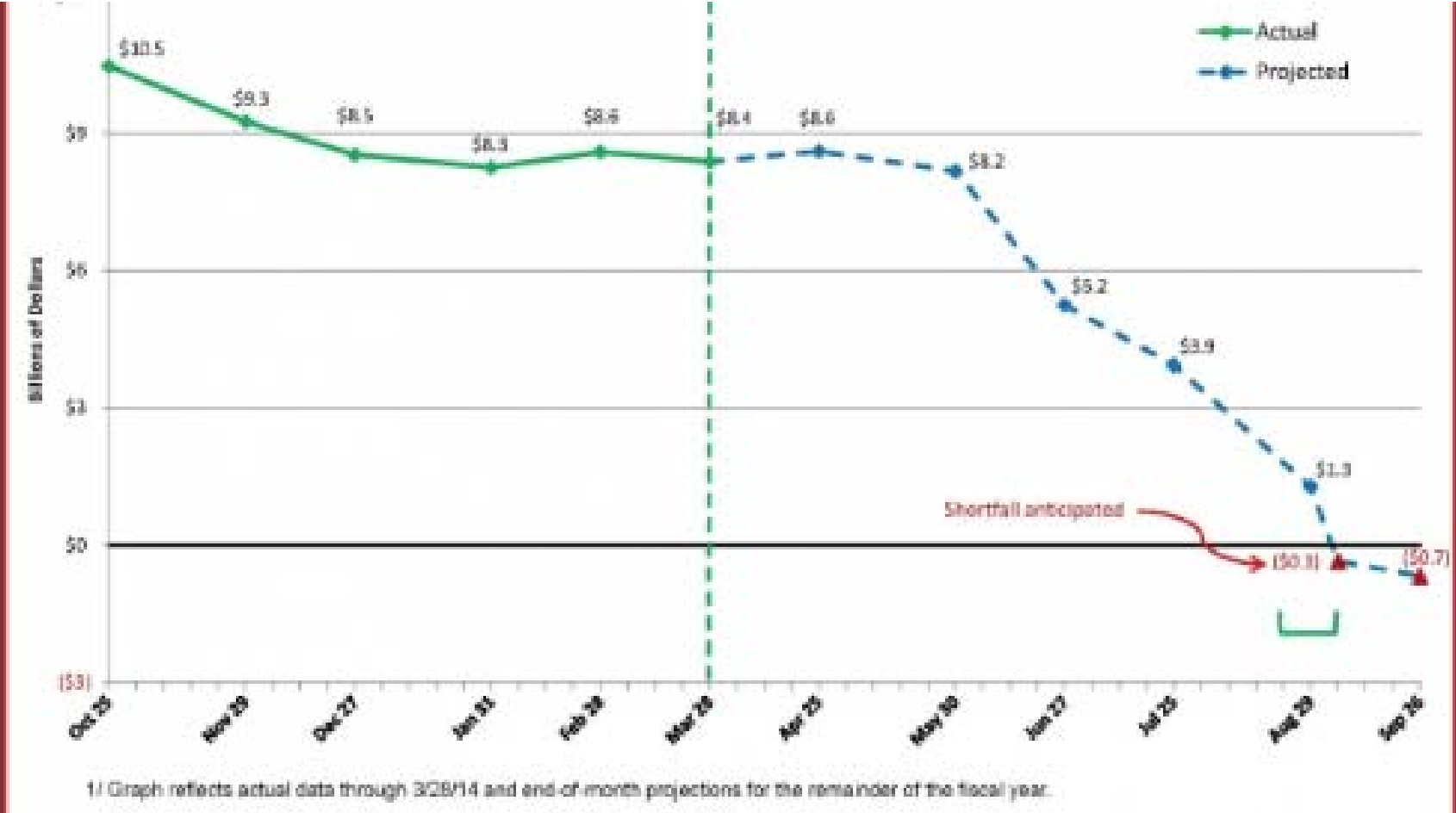
# Transportation Update

## Highway Trust Fund (HTF)

- Roughly \$18 billion shortfall in 2015
- Without additional resources, the obligations drop to zero in 2015
- Two-year bill at MAP-21 level would require about \$35 billion
- Six-year bill at MAP-21 levels would require about \$100 billion
- Highway Account of the HTF projected to be insolvent 08/14
- Transit Account of the HTF projected to be insolvent 09/14

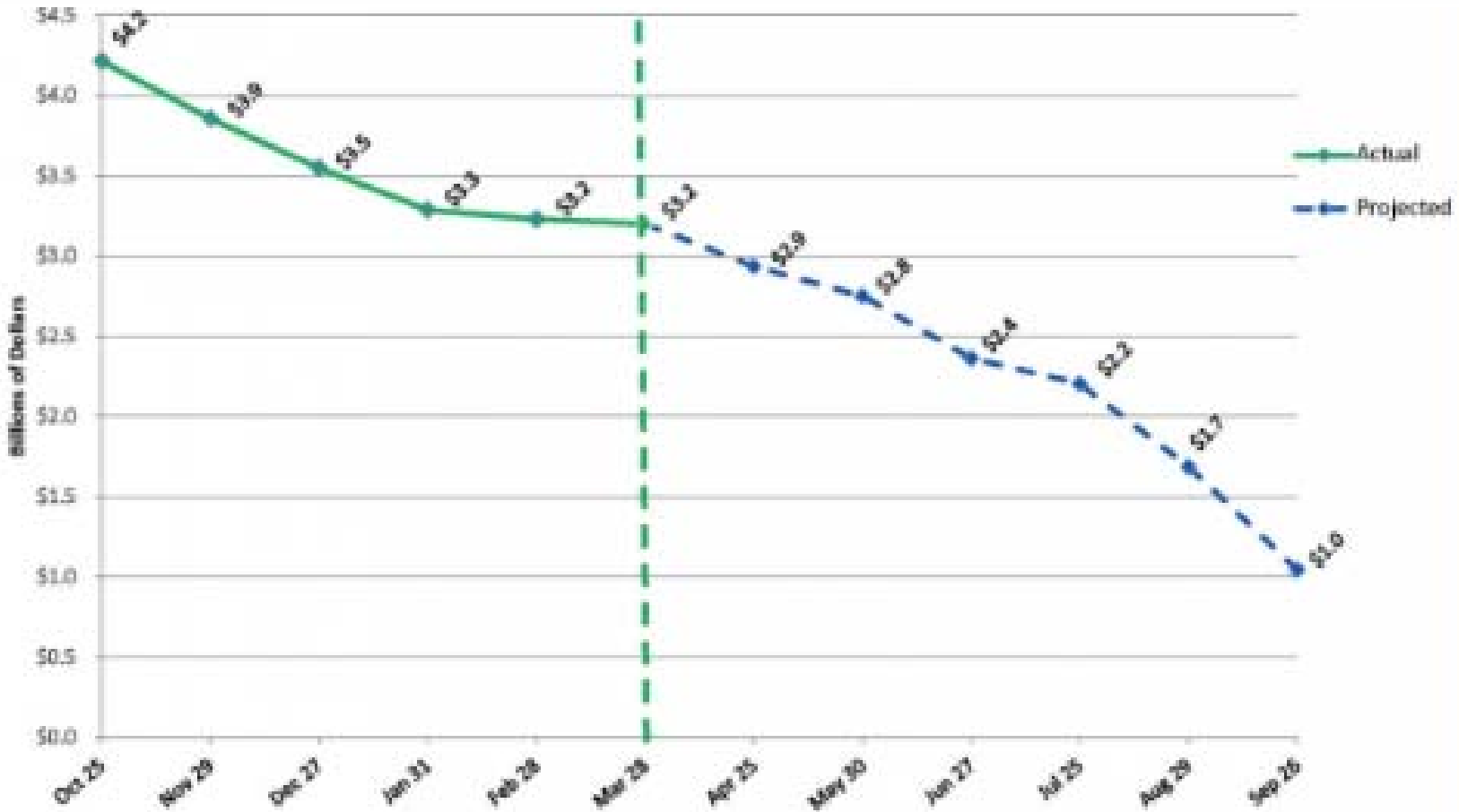
# Transportation Update

## Highway Trust Fund (HTF) – Highway Account



# Transportation Update

## Highway Trust Fund (HTF) – Transit Account



1/ Graph reflects actual data through 03/28/14 and end-of-month projections for the remainder of the fiscal year.

# Transportation Update

## MAP-21 – Implementation

- Performance Management
  - ▣ Safety – Published 03/11/14, comments due 06/09/14
    - 5-year rolling averages for fatalities and serious injuries, and fatality and serious injury rates by 100 VMT
    - Applicable to all public roads, regardless of ownership or functional classification
    - States and MPOs set targets (MPOs 180 days after states)
    - MPO can support the state targets or set planning area specific targets
    - USDOT assesses target achievement two years after initial setting, then annually thereafter

# Transportation Update

## MAP-21 – Implementation

### □ Performance Management

#### □ HSIP – Published 03/28/14, comments due 05/27/14

- Amend DOT's regulations to remove provisions that were eliminated under MAP-21 (e.g. High Risk Rural Roads Program, 10% Flexibility Provision, Transparency Report).
- Amend DOT's regulations to address MAP-21 provisions that require DOT to establish:
  - A subset of roadway data elements that are useful to the inventory of roadway safety
  - A State Strategic Highway Safety Plan update cycle
  - An HSIP report content and schedule
- Proposes changes to be consistent with the safety transportation performance management requirements



# Transportation Update

## MAP-21 – Implementation

- Pending Rules
  - Metropolitan & Statewide Planning
    - Publication date projected soon (review/oversight delays)
  - Performance Management – Bridge and Pavement
    - Publication date projected 08/01/14
  - Performance Management – CMAQ & Freight
    - Publication date projected 08/25/14
  - CMAQ PM 2.5 (establish the appropriate weighting factor for determining the weighted population of a PM 2.5 nonattainment area)
    - Publication date projected 07/25/14

# Transportation Update

## MAP-21 – Implementation

- Other Rules and Guidance
  - FTA ANPRM Asset Management/Safety – AMPO submitted comments 12/31/13
  - Interim Guidance CMAQ – AMPO submitted comments 01/11/14
  - Proposed Guidance Transit Rep on MPO Boards – AMPO submitted comments 10/30/13
  - Designation of PFN – AMPO submitted comments 01/11/14
  - FHWA released Performance Based Planning Guidebook
- AMPO Comments can be found at:  
<http://www.ampo.org/policy/policy-resources/ampo-policy-documents/>



# AMPO's Policy Framework

# Transportation Update

## AMPO Reauthorization Recommendations

- Address near-term and long term health of the HTF – keep all options on the table
- At minimum maintain current funding plus inflation
- Pass a 6-year reauthorization bill – provide predictability and certainty in funding and policy
- Empower MPOs
  - ▣ Increase STP and suballocate a larger share to MPOs
  - ▣ Suballocate CMAQ
  - ▣ Increase PL funding
- Include MPOs in decisions for designations of urban freight corridors
- Continue to improve project delivery



## **GROW ACT:**

**Generating Renewal, Opportunity, and Work with  
Accelerated Mobility, Efficiency, and Rebuilding of  
Infrastructure and Communities throughout America**

# Transportation Update

## USDOT Legislative Proposal

- \$302 billion – 4-year bill includes
- New \$13.4b Critical Immediate Investments
- New \$10b Multimodal Freight Investments
  - MPOs required to be on State advisory committees
  - MPOs eligible applicants under grant program
- \$1.25 billion TIGER
  - Up to 10% may be used for planning activities
  - Includes bike and pedestrian projects under eligible projects

# Transportation Update

## FAST Grants and MMP

- \$2 billion Fixing & Accelerating Surface Transportation (FAST) Competitive Grants
  - ▣ Applications evaluated on a number of best practices
  - ▣ Eligible applicants include MPOs
  - ▣ Minimum of \$50 million
  - ▣ Up to 100% federal share
  - ▣ Secretary establishes Metro Mobility Program
    - \$1 billion is reserved for MMP over the four year period
    - Allocated by population to areas over 200,000
    - Minimum allocation \$1 million
    - Maximum allocation \$3 million
    - Additional funds are available to “High Performing” MPOs
    - Eligible uses – any highway or transit project eligible under law; the non-federal share of transit or TIGER projects

# Transportation Update

## Designation and Other

- Limits an MSA to a single MPO prospectively
- Secretary may designate an MPO as a “High Performing” MPO & allocate additional STP funds
- \$70 million pilot program for MPOs over 1 million in population to improve transportation connectivity to disadvantaged Americans and neighborhoods with limited options
- Eliminates the CMP
- Requires MPOs to offer a higher degree of public participation
- Limits transferability of CMAQ to 25% from 50%



# Thank You



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# Transportation Update

## MAP-21 – Implementation

### Performance Management cont...

- Significant progress = actual measure outcome at or below a 70% prediction interval, based on historical trend line determined by 5-year rolling average
- States that achieve or make significant progress toward achieving targets for 50% or more of the total number of targets it set would be determined to have “Overall Made Significant Progress”
- States that have not “Made Significant Progress” - State would be required to use obligation authority equal to the year prior to the subject target year only for safety projects and develop an implementation plan annually, until overall significant progress is achieved