



AMPO

Association of
Metropolitan
Planning
Organizations

Policy Update

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Policy Update

- **Congress**
- **Administration/USDOT**
- **AMPO**
- **Outlook**





2011 Budget & Transportation - “Big Picture”

- Congress’ “Real Fight” - Debt Limit v. Less Federal Spending
- 2011 spending = 2010 minus what Congress cuts

A.2-Week Extension ran March 5 – 18

- ✓ \$4 Billion cut from “total” Federal budget
- ✓ \$968 Million of that is cut from DOT
 - ❖ Cut \$650 Million General Funds to Highway account
 - ❖ Cut \$283 Million in Earmarks
 - ❖ Cut \$25 Million from FRA rail relocation





2011 Budget & Transportation- “Big Picture”

2011 spending = 2010 minus what Congress cuts

B) Current 3-Week Extension from March 18 – April 3

- ✓ \$6 Billion cut from “total” Federal budget
- ✓ \$50 Million cut from DOT
 - ❖ The cut is FRA’s positive train control grants





Surface Transportation Authorization

- **What the House of Rep.'s rule change means**
 - Repeals spending guarantees
 - Less certainty through annual appropriations...year by year
 - Only authorized programs...no last minute add-ins allowed

- **What authorization we are using now**
 - President signed **SAFETEA-LU** extension until end of September





Congressional Authorization Priorities

• Priorities in Congress

- More with less (House v. Senate)
- 6-year bill v. other (3-years)
- Performance planning
- Federal interest
- Private sector participation
- Freight mobility
- Improve project delivery - 437 Day Plan
- Consolidate/eliminate programs





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)**
 - **\$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 to pay for the six-year proposal





Authorization

- **Time-Line**

- **House**

- Introduce bill in April/May

- **Senate**

- TBD

- **USDOT**

- Legislative proposal has been drafted and sent to OMB for review...*but introduction to the House is a courtesy– no required.*





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**

What the key Congressional committees ask 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 and oppose increasing the federal gas tax**





Thank you for your time!

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