



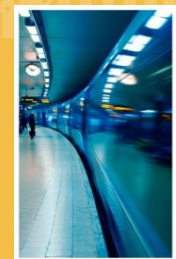
New York State Association of Metropolitan Planning Organizations 2015 Annual Conference

June 22-24 , 2015

Levon Boyagian
AMPO

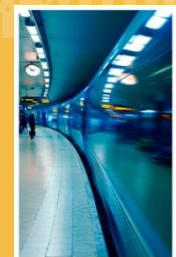
Surface Transportation Reauthorization

- MAP-21 Extension expires July 31, 2015
- No clear resolution to length of next extension – likely end of calendar year
 - Lots of speculation – repatriation, end of year comprehensive tax reform
- New revenue is needed for the next extension to avoid the HTF running out of money in late August
 - \$3B to end of September (CBO estimates)
 - \$8B to end of December (CBO estimates)
 - USDOT estimates \$11B needed to the end of year
 - General Fund transfer is inevitable - there is no time to enact a new revenue law by the end of July to raise the necessary revenue to avoid the HTF crashing.
- Some Members are opposed to another extension
 - Let the programs expire & Force a vote on revenue



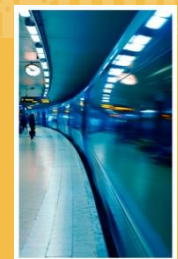
Surface Transportation Reauthorization

- Senate EPW Markup of 6-year highway bill June 24
 - Needs roughly an additional \$100B to maintain current funding levels (\$40.3B Highways, \$4.86B Transit, \$1.3 Safety)
 - Will likely include funding amounts prior to Finance Committee action
 - Senate Banking and Senate Commerce are unlikely to markup bills until revenue is determined
- House T&I
 - Coordinating with House Ways and Means before introducing a reauthorization bill



Fiscal Year 2016 Transportation Appropriations

- House passes FY16 Transportation Appropriations
 - Funds surface transportation at current levels contingent on the enactment of a reauthorization bill
 - \$100M TIGER (cut from \$500M in 2105)
- Senate THUD Subcommittee markup June 23
- Expect an Omnibus Appropriations at the end of the year when regular order “blows up”



Surface Transportation Reauthorization GROW America Act

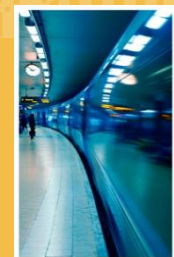
- GROW AMERICA Act

- \$478b 6-year bill
- 14% tax on foreign earning of US companies

- Consolidation of MPOs – prohibits a new MPO from being designated in an MSA if one already exists within the MSA; no new MPOs outside an MSA

- Where multiple MPOs exist in an MSA:

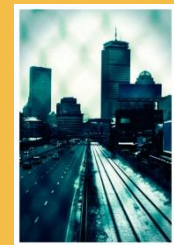
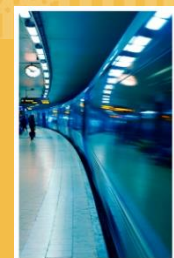
- MPO may retain designation or consolidate
- Governor and MPOs revisit every 10 years whether to be unconsolidated; provide the Secretary with a justification to retain multiple MPOs
- Shall cooperate to develop a single TIP and LRTP for use by **all** MPOs in the MSA when developing individual plans; establish a single set of targets to address measure in developing individual targets



Surface Transportation Reauthorization GROW America Act

- High Performing MPOs

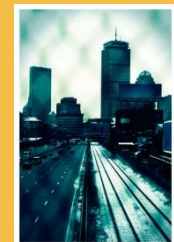
- Over 200,000 in population designated by the Secretary based on criteria such as equitable and regional approach to decision-making, incorporation of targets in to the planning process, is it a consolidated MPO
- Designation remains for 10 years
- 25% of STP funds obligated to areas served by a HPMPO (and funds remaining used for any are of the State)
- Amount of STP to each HPMPO equals 50% of what that MPO receives under first STP suballocation
- Funds under TAP are distributed to HPMPOs like STP
- Provide obligation authority for STP to HPMPOs
- Distribution of PL funds is amended to prioritize the needs of HPMPOs
- Adds “public ports” to list of interested parties required to have a reasonable opportunity to comment on the plan
- MPOs must offer interested parties opportunity to participate in development and consideration of scenarios



Surface Transportation Reauthorization GROW America Act

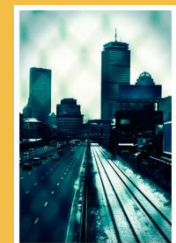
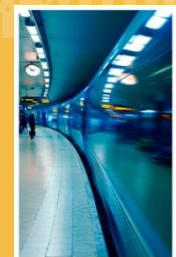
Metropolitan Mobility Program

- Secretary shall reserve up to \$1 billion over the six year period of the bill
 - MPOs over 200,000
 - \$250,000,000 per year allocated by population
 - \$1,000,000 minimum allocation
 - \$3,000,000 maximum allocation
 - High performing MPOs receive additional funds
 - Use of funds – highway and transit projects, non-federal share of project costs



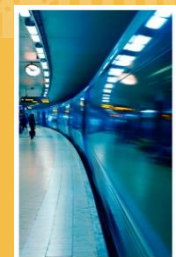
MAP-21/National Goals and Performance Management Measures

- MAP-21 required the Secretary of USDOT to establish, within 18-months, transportation performance measures for
 - National Highway Performance Program (NHPP)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - National Freight Movement (Freight)
- Section 150 of Title 23 establishes national goals for:
 - 1) Safety,
 - 2) Infrastructure condition
 - 3) Congestion reduction
 - 4) System reliability
 - 5) Freight movement and economic vitality
 - 6) Environmental sustainability
 - 7) Reduced project delivery delays
- The Secretary must develop performance measures for transit state of good repair and safety.
- Certification of the TMA MPO planning process will require inclusion of a performance-based approach – meeting the requirements under law.



AMPO Responds to Rulemaking/Schedule

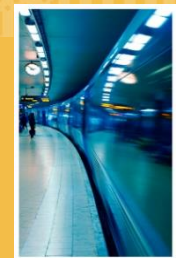
Rule	Date	AMPO Comments
FHWA/FTA Transit Representation Guidance	Comment Period Closed	Submitted 10/30/13
FTA Safety ANPRM	Comment Period Closed	Submitted 12/31/13
CMAQ Interim Guidance	Comment Period Closed	Submitted 1/11/14
FHWA Draft Designation of the Primary Freight Network	Comment Period Closed	Submitted 1/11/14
FHWA Highway Safety Improvement Program	Comment Period Closed	Submitted 6/25/14
Metropolitan/Statewide Planning Rule	Comment Period Closed	Submitted 9/2/14
Additional Authorities for Planning and Environmental Linkages	Comment Period Closed	Submitted 11/10/14



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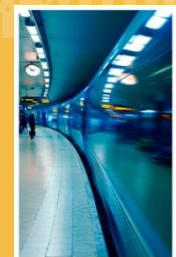
Rule	Date	AMPO Comments
Proposed National Ambient Air Quality Standards for Ozone	Comment Period Closed	Submitted 3/17/15 Jointly with AAHTO
Pavement/Bridge Performance	Comments Due May 8, 2015	AMPO/AASHTO requested extension

<http://www.ampo.org/policy/policy-resources/ampo-policy-documents/>



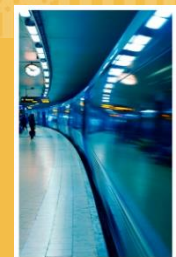
MAP-21 Performance Based Planning

- **State targets** - Within one year of the DOT final rule on performance measures States to set performance targets in support of those measures
 - States may set different performance targets for urbanized and rural areas
 - States must, to the maximum extent practicable coordinate with an MPO when setting performance targets for the area represented by that MPO
 - States must coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO
- **MPO targets** - Requires MPOs to set performance targets within 180 days of States or providers of public transportation
 - Each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets
- The following plans to include targets as appropriate
 - Metropolitan transportation plans
 - Metropolitan Transportation Improvement Program
 - Statewide Transportation Improvement Program
 - State asset management plans under the National Highway Performance Program (NHPP)
 - State performance plans under the Congestion Mitigation and Air Quality Improvement program.



AMPO General Comments

- Resources
 - Flexibility
 - Implementation & timelines
 - Making progress toward achieving targets
 - Reporting
 - Certification of planning
 - Avoid an immense new record-keeping burdens
 - Data requirements
 - The need for data
 - Availability of data – **sharing data**
 - Rules should be made compatible with other performance based rules
 - Final rules need to have a single effective date – USDOT backing away?
-



AMPO General Comments

- Coordination between MPOs, States, and transit providers is paramount
- Measures and targets should not require or lead to a worst first program – new projects and programs need to remain part of the process
- Follow the intent of Congress
- Provide guidance when necessary
- Hold appropriate parties accountable
 - Ex: Each party that has ownership of an NHS facility should report on and be held accountable for their portion of the system.



Thank You



DeLania Hardy – 202.624.3684
444 North Capitol Street, NW, Suite 345
Washington, DC 20001
dhardy@ampo.org

Levon Boyagian – 202.624.3681
lboyagian@ampo.org

