



AMPO
Association of
Metropolitan
Planning
Organizations

Surface Transportation Reauthorization



General Legislative Update

- Currently operating under 9th extension to SAFETEA-LU until June 30, 2012
- Senate Passed MAP-21
 - \$109 billion, 2 year authorization bill through end of FY 2013
 - Bill used by Senate as negotiating basis for conference committee
- H.R. 7
 - \$264.5 billion, 5 year authorization bill through end of FY 2016
 - Passed Transportation and Infrastructure Committee
 - Failed to pass full House





General Legislative Update, Cont'd

- H.R. 4348
 - Additional extension, with some policy changes, that House passed and took to conference
 - Policy changes include environmental streamlining title from H.R. 7, Keystone Pipeline, regulation of coal ash, and higher investments in marine navigation
- Conference Committee
 - Currently negotiating differences between Senate (MAP-21) and House (H.R. 4348) versions
 - Policy positions in H.R.7 still in play
 - Weaker negotiating position for House Republicans, since Senate brings full bipartisan bill to table





MPO Designation under Proposed Legislation

- H.R. 7
 - New MPOs designated at 100,000 in population (currently 50,000)
 - Provision explicitly grandfathers in existing MPOs of all sizes
- MAP-21
 - New MPOs designated at 200,000 in population
 - Established Tier 1 (over 1M in pop) & Tier 2 (200K-1M) MPOs
 - Tier 1 designation requires minimum technical capabilities, established by rule at USDOT, including modeling, data, and staffing
 - Tier 2 designation requires ability to perform TIP and Plan, adequate staff capabilities, and technical capacity for TDM (unless agreement exists for State to perform modeling)





MPO Designation, Cont'd

- MAP-21, cont'd
 - Secretary has 1 year to establish rules for Tier 1 and 2 requirements
 - Tier 2 MPOs have 3 years to meet those requirements, with option for 1 year extension
 - Tier 2 MPOs may request designation as Tier 1 MPOs, with support of Gov.
 - MPOs operating in contiguous, adjacent, or geographically linked UZAs may choose to consolidate to meet Tier 1 or 2 status
 - If MPO receives negative designation determination, has 180 days to submit a 6 month plan to dissolve and transfer responsibilities





Surface Transportation Program (STP) is the new Transportation Mobility Program (TMP)

- Current STP (includes a 10% set-aside for TE)
 - 62.5% of 90% required to be obligated in a state by population
 - 37.5% of 90% may be obligated in any area of the state
 - State required to make Obligation Authority available in areas over 200,000
 - Proposed TMP under MAP-21
 - 50% obligated by population
 - 50% obligated in any area of the state
 - TMP funds broader number of programs and projects
 - Tier 1 & 2 MPOs select projects in consultation (current law) with the state and on concurrence of the facility owner (new)
 - Transportation enhancements requirement eliminated, still eligible
 - Suballocation protected from penalties incurred by state
 - Proposed STP under H.R. 7
 - 50% obligated by population
 - 50% obligated in any area of the state
 - Transportation enhancements requirement eliminated, still eligible
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Congestion Mitigation and Air Quality (CMAQ)

- H.R.7
 - Streamlines project eligibility in nonattainment areas for CO, Ozone, and PM
 - SOV capacity projects are now eligible if they improve air quality or mitigate congestion
- MAP-21
 - Continues to target nonattainment and maintenance areas
 - Based upon 2008 Ozone standards, former nonattainment areas that shift to attainment may be overfunded, while new nonattainment areas may be underfunded
 - In PM 2.5 areas, a portion of CMAQ funds must be used towards construction equipment, such as diesel retrofits
 - Sets-aside 10% for TE, SRS, Rec Trails, and other roadways in the right-of-way of former Interstates routes
 - Only Tier 1 MPOs select projects in consultation with the state and on concurrence of the facility owner





Other Planning Requirements – Performance Measures

- H.R.7
 - Secretary establishes national performance measurement system
 - Secretary establishes measures within 2 years
 - States, in consultation with MPOs, recommend statewide measures
- MAP-21
 - At minimum, used as basis for policies and investments in Plan and TIP
 - MPOs establish targets under National Highway Performance Program, highway safety, CMAQ, and freight
 - MPOs set targets 90 days after state
 - MPOs must adopt measures of public transit providers





Other Planning Items of Note

- TIP Modification
 - H.R. 7 includes provision that allows Governor to amend MPO's TIP to include Interstate project of statewide significance
- Certification
 - MAP-21 delegates some authority to state
- Reimbursement
 - MAP-21 shortens reimbursement of PL funds from 30 to 15 days
- Planning Area Boundaries
 - H.R. 7 – boundaries include UZAs designated as nonattainment as of Aug. 10, 2005
 - MAP-21 – boundaries include UZAs designated as nonattainment as of enactment of MAP-21
- Board Structure
 - MAP-21 requires officials from public transit providers be represented

