

## AMPO Summary: GROW America

May 12, 2014

### Authorization of Funding

	2015	2016	2017	2018
Core Programs: NHPP, STP, HSIP, CMAQ	\$38,540,000,000	\$39,313,000,000	\$40,102,000,000	\$40,904,000,000
Multimodal Freight Investment Prog				
• Incentive Grants to States	\$500,000,000	\$1,000,000,000	\$1,500,000,000	\$2,000,000,000
• Discretionary Grants	\$500,000,000	\$1,000,000,000	\$1,500,000,000	\$2,000,000,000
Critical Immediate Investments Program	\$4,850,000,000	\$3,850,000,000	\$2,850,000,000	\$1,850,000,000
• 25% -- Interstate Bridge Revitalization Initiative				
• 25% -- Systemic Safety Initiative				
• 50% -- State of Good Repair Initiative				
FAST Grants	\$500,000,000	\$500,000,000	\$500,000,000	\$500,000,000
TIGER	\$1,250,000,000	\$1,250,000,000	\$1,250,000,000	\$1,250,000,000
Tribal Transportation	\$507,000,000	\$517,000,000	\$527,000,000	\$538,000,000
Federal Lands Transportation	\$370,000,000	\$377,000,000	\$385,000,000	\$393,000,000
• 5% -- Army Corps of Engineers				
□ 15% -- USFS				
• 80% Dept Interior (NPS, FWS, BLM, Bureau Rec)				
Federal Lands Access	\$250,000,000	\$255,000,000	\$260,000,000	\$265,000,000
TIFIA	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000
On---the---Job---Training	\$11,000,000	\$11,000,000	\$11,000,000	\$12,000,000
DBE Training	\$11,000,000	\$11,000,000	\$11,000,000	\$12,000,000
Highway Use Tax Evasion	\$67,000,000	\$68,000,000	\$70,000,000	\$71,000,000
Territory/Puerto Rico	\$190,000,000	\$194,000,000	\$198,000,000	\$202,000,000
Safety, Outreach, Training, Education	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Jobs---Driven Skills & Opportunity	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000
USDOT Admin	\$442,248,000	\$451,248,000	\$460,248,000	\$469,248,000

Transit Formula Grants	\$13,914,400,000	\$14,140,000,000	\$14,372,000,000	\$14,601,000,000
Capital Investments (New Starts)	\$2,500,000,000	\$2,625,000,000	\$2,756,000,000	\$2,894,000,000
Rapid Growth Area Transit Grants	\$500,000,000	\$525,000,000	\$550,000,000	\$600,000,000

**Obligation Limitation**

2015	2016	2017	2018
\$47,323,248,000	\$48,141,248,000	\$48,977,248,000	\$49,829,248,000

**104 Apportionments**

104(d)(2)(A) – PL Funding	The formula for distribution of PL funds must also prioritize the needs of high performing MPOs
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**133 Surface Transportation Program**

133(d)(1) Allocation of STP based on population	50% by population – (i) over 200,000, (ii) 5,000---200,000, and (iii) under 5,000 <b>25% in any area of the State</b> <b>25% in areas served by a high performing MPO – the amount shall be equal to 50% of the amount that actually goes to that MPO under first suballocation</b> <b>Any remaining funds go out to any area of the state</b>
133(f) Obligation Authority under STP Add OA to High Performing MPOs	Provides obligation authority for funds allocated to MPOs designated as high performing MPOs

**134 Metropolitan transportation planning**

134(b) Definitions Adds new definitions	<ul style="list-style-type: none"> <li>• Adaptation</li> <li>• Climate Change</li> <li>• Critical Highway and Transit Asset</li> <li>• Resilience</li> <li>• Consolidated Metropolitan Planning</li> </ul>
134(d) Designation of MPOs Amends paragraph (6) regarding multiple MPOs within a single MSA	Cannot designate a new MPO within an MSA where one currently exists or outside the MSA.  If there are currently multiple MPOs within an MSA, they retain their designations or consolidate. Gov(s) & MPOs will reevaluate need for multiple MPOs every ten years and justify the need to

	<p>continue with multiple MPOs.</p> <p>Existing MPOs within a single MSA shall cooperate to develop a single plan and performance target to use when developing individual plans and performance targets.</p>
134(h)(1) – Scope of Planning Process/General Adds a new paragraph (I)	To consider projects and strategies that improves resilience and reliability of the system and reduces or mitigate storm water impacts of surface transportation.
134(i)(2) Transportation Plan Adds requirement to the plan	Adaptation and Resilience – plan shall include analysis of vulnerabilities and risks of critical assets to extreme weather and climate change and strategies to adapt to conditions. Analysis shall be coordinated with Fed, State, local, and Tribal agencies as appropriation.
134(i)(4) – Optional Scenario Development	Adds a NEW paragraph (D) that requires MPOs to offer to interested parties reasonable opportunity to participate.
134(i)(6)((A) – Interested Parties Adds public ports and gives greater input to interested parties in the plan	<p>Adds “public ports” to list of entities MPOs must give reasonable opportunity to comment on transportation plan.</p> <p>Strikes “comment” on the plan and replaces with “input during the development and implementation of the transportation plan.”</p>
134(j) TIP	Modifies (j)(2)(D) Performance Target Achievement to require MPOs to create a process to evaluate and select projects based on project elements known to support outcomes that achieve targets in the plan. Current law requires, to the maximum extent practicable, MPOs include a description of anticipated effects of the TIP toward achieving targets linking investment priorities to the targets.
134(k) TMAs	Eliminates the congestion management process.
134(n) Additional Requirements for Certain Nonattainment Areas	Eliminates 134s(n) – eliminates the prohibition on advancing federal funds in nonattainment areas for projects that significantly increases the carrying capacity for single---occupant vehicles unless addressed through a CMP.
Adds <b>NEW</b> (q) Measuring Transportation Connectivity Pilot Activities	Up to ten MPOs, serving as the <b>sole MPO in a UZA of more than 1 million</b> , will be selected by the Secretary to develop and deploy measures and targets to improve multimodal connectivity and provide connectivity to disadvantaged Americans and neighborhoods with limited transportation options. \$70 million available annually.
134(r) – <b>NEW</b> – High Performing Metropolitan Planning Organizations	<p>MPOs over 200K may request a high performing MPOs designation from the Sec. Sec. shall consider:</p> <ul style="list-style-type: none"> <li>• Approach to decision making</li> <li>• Incorporation of targets in planning process</li> <li>• Is the MPO a consolidated MPO</li> <li>• If not a consolidated MPO, the extent of coordination with other MPOs in the MSA</li> <li>• Technical capacity</li> </ul>

	<ul style="list-style-type: none"> <li>• Other criteria through guidance</li> <li>• 10 year designation</li> </ul>
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**CMAQ**

Transferability under Sec. 126	Limits CMAQ transfer to 25% instead of 50%
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**150 National Goals and Performance Management Measures**

150(c) Establishment of Performance Measures	Adds paragraph on Transportation Connectivity to permit the Secretary to establish a performance measure for MPOs to assess if the system provides multimodal connections to economic opportunity, especially for disadvantaged populations.
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**201 Federal Land and Tribal Transportation Programs**

201(b)(7)	Amends federal share from 100% to up to 100%
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**New Program – Critical Immediate Investment Program – Sec. 2012**

Interstate Bridge Revitalization Initiative	<ul style="list-style-type: none"> <li>• Formula distribution to States using ratio of NHPP apportioned to a state versus total NHPP to all States</li> <li>• Funds are targeted for use on Interstate bridges but may be used on NHS bridge based on structural condition of bridges; cannot build a new bridge unless it is a replacement</li> </ul>
Systemic Safety Initiative	<ul style="list-style-type: none"> <li>• Formula distribution to States using ratio of NHPP apportioned to a state versus total NHPP to all States</li> <li>• Funds are used for safety</li> <li>• \$75,000,000 is reserved before apportionment for safety grants</li> </ul>
State-of-Good-Repair Initiative	<ul style="list-style-type: none"> <li>• Formula distribution to States using ratio of NHPP apportioned to a state versus total NHPP to all States</li> <li>• Use of funds – reconstruct, resurface, rehab, preserve NHS highways</li> <li>• Use of funds – replace, rehab, preserve, protect NHS tunnel or bridges</li> <li>• 50% may be used on preservation to prevent more costly future repairs</li> <li>• Selection of projects is based on management system information</li> <li>• States may transfer 100% of apportionment to bridge or safety initiative to meet performance</li> </ul>

	targets under NHPP or safety
Federal Share	Up to 80%

**Multimodal Freight Investment Program**

Multimodal Freight Incentive Program	<ul style="list-style-type: none"> <li>• Formula based – number of ports, rail track miles, cargo handling airports, Interstate miles, freight tonnage, freight value</li> <li>• Eligible expenses include – corridor freight plans or regional freight plans; capital, equipment, or operational improvements</li> <li>• Tier I and II incentive grants are made once criteria (including advisory committee, plan, analysis of needs...) are met by the states</li> <li>• 80% federal share</li> </ul>
National Freight Infrastructure Program	<ul style="list-style-type: none"> <li>• Competitive application</li> <li>• MPOs may apply independently or with group of eligible entities</li> </ul>
State Advisory Committee	MPOs shall be on the committee

**21<sup>st</sup> Century Infrastructure Investments**

TIGER	<ul style="list-style-type: none"> <li>• Up to 10% may be used for planning activities</li> <li>• Includes bike and pedestrian projects under eligible projects</li> </ul>
FAST	<ul style="list-style-type: none"> <li>• \$2 billion Fixing &amp; Accelerating Surface Transportation (FAST) Competitive Grants</li> <li>• Applications evaluated on a number of best practices</li> <li>• Eligible applicants include MPOs</li> <li>• Minimum of \$50 million</li> <li>• Up to 100% federal share</li> </ul>
Metropolitan Mobility Program	<ul style="list-style-type: none"> <li>• Secretary establishes Metro Mobility Program</li> <li>• \$1 billion is reserved for MMP over the four year period</li> <li>• Allocated by population to areas over 200,000</li> <li>• Minimum allocation \$1 million</li> <li>• Maximum allocation \$3 million</li> <li>• Additional funds are available to High Performing MPO</li> <li>• Eligible uses – any highway or transit project eligible under law; the non---federal share of transit or TIGER projects</li> </ul>

**Toll Roads, Bridges, Tunnels and Ferries**

Tolling existing capacity on the Interstate	<ul style="list-style-type: none"> <li>Permits, at the Secretary's discretion, tolling of existing Interstate lanes; reconstruction of a toll-free highway on the Interstate and conversion to a toll facility; conversion of a toll free Interstate highway, tunnel, and bridge to a toll facility</li> </ul>
Use of toll revenue	<ul style="list-style-type: none"> <li>Permits toll revenue to be used on transit service within the corridor or contributes to improvement operation of the tolled facility</li> </ul>
Electronic tolls	<ul style="list-style-type: none"> <li>Requires the operator to manage demand by using varying toll amounts</li> <li>Tolls opened after Oct 1, 2015 must use electronic toll collection</li> </ul>

**Rapid Growth Area Transit Program**

Grants	<input type="checkbox"/> Competitive grants to state and local governments for BRT in areas that experienced moderate to significant population growth between 2000 and 2010 and has a transit system in revenue service that has experienced moderate to significant growth in ridership and can pay the operations on the existing system and an expanded system <ul style="list-style-type: none"> <li>80% may be covered with federal funds</li> </ul>
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**Bus and Bus Facilities**

Grants	<input type="checkbox"/> 30% of the funds shall be provided through competitive grants
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**Transportation Alternatives Program**

Funding	<ul style="list-style-type: none"> <li>High-performing MPOs would receive a 50% increase in TAP funds</li> </ul>
Eligibility	<ul style="list-style-type: none"> <li>Adds non-profit organizations and MPOs not developing the competitive process for funding</li> <li>Adds program of projects as eligible for funding</li> </ul>