

Surface Transportation Reauthorization

Environmental and Resource Agency Workshop

November 9, 2009





Surface Transportation Reauthorization

■ SAFETEA-LU

- Expired September 30, 2009
- Has been held over through continuing resolutions
- Temporary extensions in the foreseeable future





Surface Transportation Reauthorization

■ Next Authorization

- What are the potential policy implications?
- Metropolitan Mobility Program
- Transit
- Livability: DOT, EPA, HUD
- High Speed & Commuter Rail
- Funding: fuel, VMT
- Other?



Surface Transportation Reauthorization

- **MAG examined over 12 national policy positions:**
 - Common themes:
 - Develop a national economic strategy
 - Reduce the number of US DOT programs
 - Revise population threshold for MPO designation
 - Increase responsibility for megaregions
 - Streamline regulations
 - Freight mobility program
 - Mode neutrality
 - Address environmental concerns
 - Varied revenue sources
 - Create and implement performance measures

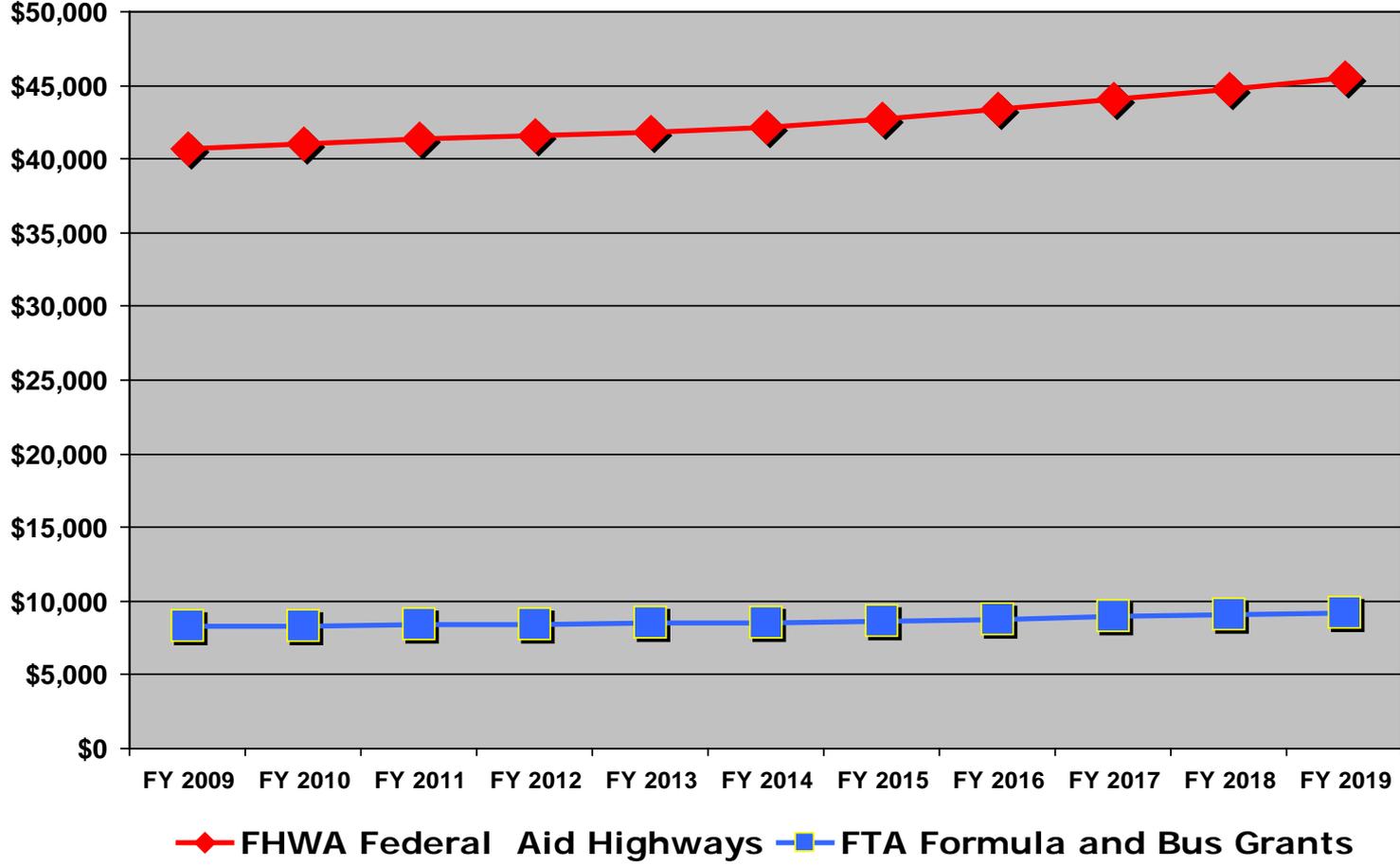


Surface Transportation Authorization Act of 2009

- Create a National Transportation Strategic Plan;
- Improve the safety of the surface transportation network;
- Bring existing highway and transit facilities and equipment to a state of good repair;
- Facilitate goods movement;
- Improve metropolitan mobility and access;
- Expand rural access and interconnectivity;
- Lessen environmental impacts from the transportation network;
- Improve the project delivery process by eliminating duplication in documentation and procedures;
- Facilitate private investment in the national transportation system that furthers the public interest;
- Ensure that States receive a fair rate of return on their contributions to the Trust Fund;
- Provide transportation choices; and
- Improve the sustainability and livability of communities.

Congressional Budget Office March 2009 Baseline for Transportation Trust Fund Obligation Limitations

(Dollar amounts in millions)

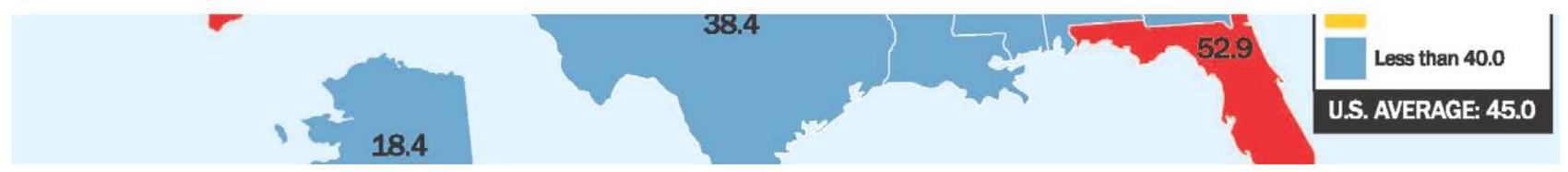
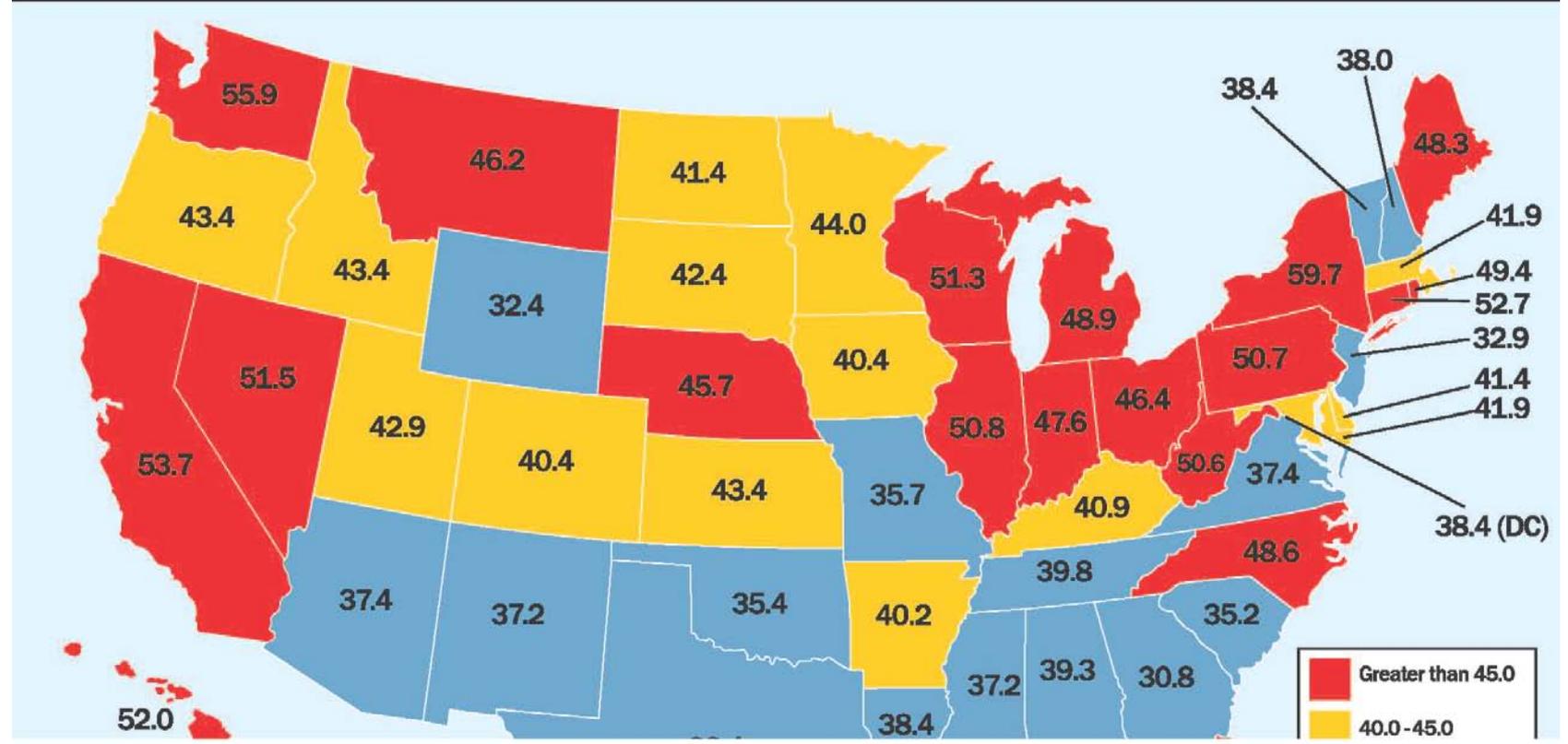




Gasoline Taxes

COMBINED LOCAL, STATE AND FEDERAL (CENTS PER GALLON)

JANUARY 2009





A New Partnership

■ A New Federal Partnership

- Help Those Who Help Themselves
- Create incentives for large regions contributing regional funding to the transportation system:
 - Federal funds proportionate with regional funding
 - Increase certainty in funding
 - Provide the federal transportation funds to MPO on mode-neutral basis
 - Streamline the planning process
 - Reduce, eliminate bureaucracy



A New Partnership

■ Possible qualifiers:

- Large metropolitan areas (over 1 million pop.)
- Have a regional funding source that is state authorized or voter approved for a minimum of twenty years that equals at least fifty percent of the annual federal transportation funding received by the region.
- A portion of the regional funding is being allocated to:
 - Add capacity to, or
 - Maintaining the transportation system in the region.
- The metropolitan planning organization (MPO) has a major financial audit conducted each year.



A New Partnership

■ Possible incentives:

- Increase the federal funds to the region commensurate with the regional funding.
- Increase certainty in funding – define all federal surface transportation dollars to the region in federal formulas and provide the funding directly to the MPO.
- Streamline the planning process, combine the MPO and state department of transportation processes and provide the option for the MPO to take the lead in sensitive planning when appropriate, including environmental assessments and impact statements.
- Eliminate bureaucracy – have MPO report planning, financial, administrative matters to the federal agencies.



Conclusion

- **Next Authorization is likely to:**
 - More MPO responsibilities
 - Environmental role
 - Mode neutrality
 - Livability



Any Questions?

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