

NARC

Building Regional Communities

Transportation Reauthorization

Presented by:

**Erich W. Zimmermann, Director
Transportation Programs**

National Association of Regional Councils

Overview

- About NARC
- Funding Outlook for the Highway Trust Fund
- Reauthorization Prospects
- State Funding Efforts
- MAP-21 Implementation



NARC

Building Regional Communities

About NARC

- Represents multi-jurisdictional regional planning organizations
 - large and small, urban and rural
 - **Thank you for extremely strong AZ membership**
- Formed by NACo and NLC
- Governed by local elected officials
 - President Judge Gary Moore, Judge Executive, Boone County, KY
- Advised by Executive Directors
- Four core areas of concentration
 - Transportation
 - Economic & Community Development
 - Homeland Security/Public Safety
 - Environment
- Membership covers 97% of counties; 99% of population



NARC

Building Regional Communities

About NARC

- New Executive Director
 - Joanna Turner, former Deputy Assistant Secretary for Intergovernmental Affairs at the U.S.
- New focus on advocacy
 - Working to form a 501(c)(4)
- Working on New Legislative Proposals
- Focused on Building (and Rebuilding) Coalitions



NARC

Building Regional Communities

NARC Legislative Proposals

Increase STP and TAP Suballocation

Local elected officials play an essential role in the planning, maintenance, and operation of the transportation system. Within the existing federal transportation law...

Increase Funding for Metropolitan Planning

Good planning is essential if our transportation system is to meet the 21st century needs of Americans. For more than half a century, federal transportation law has provided planning funds to help the 420 metropolitan planning organizations (MPOs) with populations over 50,000 to conduct continuing, comprehensive and...

- Met with 40 members of T&I, 15 members of EPW over last six months
- Significant progress at T&I



NARC

Building Regional Communities

LOT (Local Officials for Transportation) Coalition



Association of
Metropolitan
Planning
Organizations

October 21, 2014

The Honorable Barbara Boxer
Chairman
Senate Committee on Environment and Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Bill Shuster
Chairman
House Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable David Vitter
Ranking Member
Senate Committee on Environment and Public Works
436 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Nick Rahall
Ranking Member
House Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515



Dear Chairmen Boxer and Shuster, and Ranking Members Vitter and Rahall:

On behalf of the local government community and its elected and specialized transportation officials, we are writing to thank you for your efforts to stave off any disruption in the flow of critical transportation funding for federally-assisted bridge, highway, transit, and other transportation projects. With a MAP-21 extension in place, we are also writing to ask you to support an adequately-funded, multi-year surface transportation reauthorization that addresses our nation's transportation infrastructure needs by directing a greater share of available funds to local governments and their regional agencies.



Specifically, our organizations are united in requesting that the next authorization bill increase the amount of Surface Transportation Program and other program funding that is suballocated to local areas. Cities, counties and townships collectively own 78 percent of the nation's road miles, 43 percent of the nation's federal-aid highway miles, and 50 percent of the nation's bridge inventory, and operate a majority of the nation's ports, airports and transit systems. Additionally, local governments maintain nearly all public parking structures, sidewalks and other ancillary transportation facilities, other related infrastructure, and oversee all land use and development practices. It is our firm belief that local elected officials, who are responsible for the vast majority of the system, are best situated to direct available transportation resources to projects serving their communities and regions.



Despite owning a majority share of our country's transportation network and being the level of government closest to the people, local governments and their metropolitan and regional planning organizations are suballocated a very limited share of federal highway funding – less than 13 percent of the total highway program. MAP-21 further strained local governments by decreasing – by 30 percent – the amount of highway funding available for the transportation infrastructure they own.



In this next reauthorization, we urge you to reaffirm your commitment to the nation's transportation system by increasing funding to its majority owners using the planning, decision-making and allocation processes modeled after those of the Surface Transportation Program. It is our belief that supporting locally owned infrastructure and emphasizing locally and regionally based decision-making will secure the most cost-effective, and economy- and mobility-enhancing investments to build our future.



NARC

Building Regional Communities

MAP-21 Reauthorization – The Basics

- Signed July 6, 2012; Extended August 8, 2014
- 27-month authorization (expired 10/1/2014);
Extension passed in August 2014 expires 5/31/15
- August extension required another \$10.8B from
General Fund to continue operating; \$54 billion to date
- Program requires another \$18B in 2015 to keep the
program solvent (at current levels) (CBO)
- Too close to the cliff

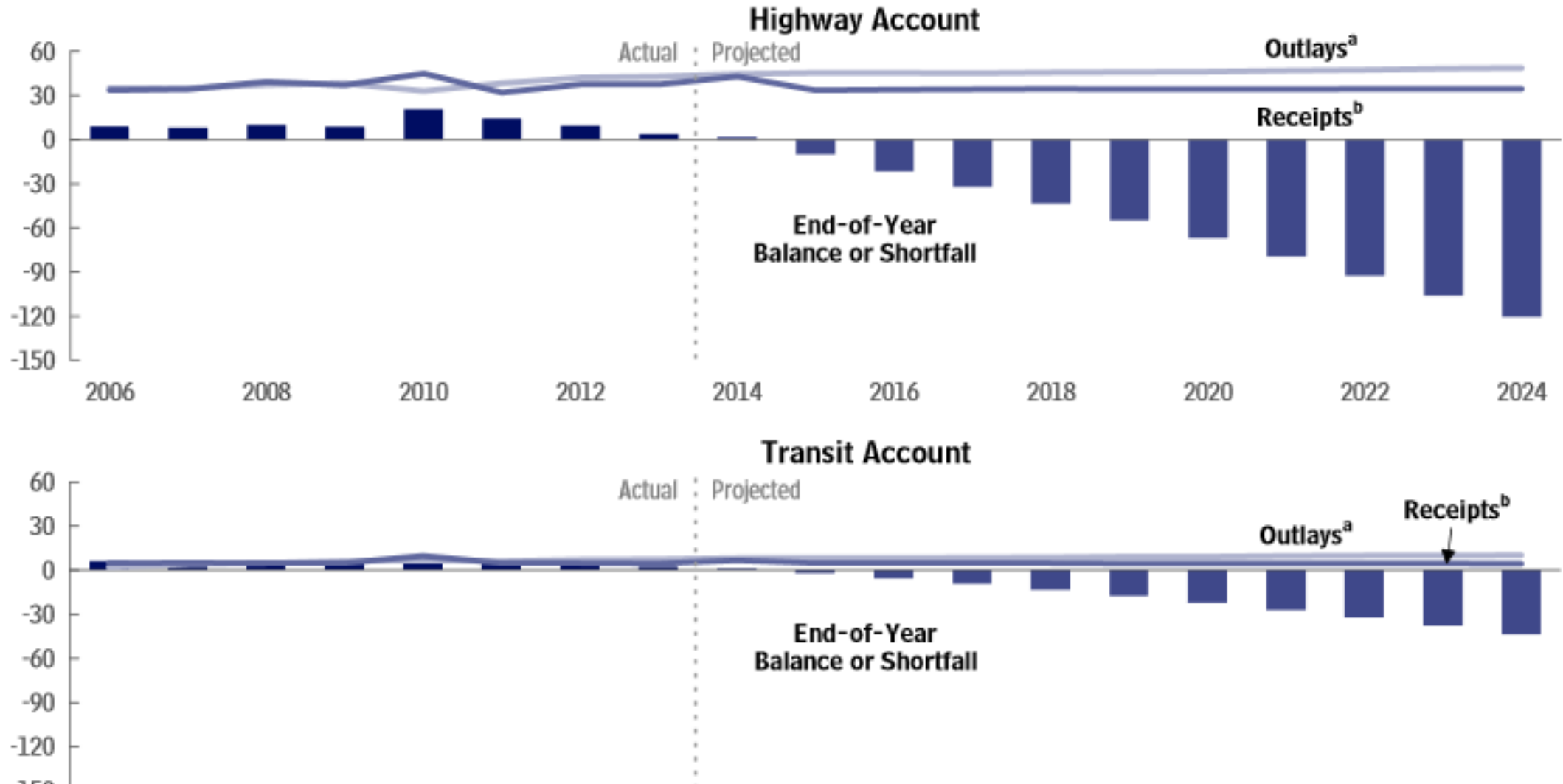


NARC

Building Regional Communities

Receipts, Outlays, and Balance or Shortfall for the Highway Trust Fund Under CBO's April 2014 Baseline

(Billions of dollars)



Source: CBO



NARC
Building Regional Communities

MAP-21 Reauthorization – The Money



quickmeme.com



NARC

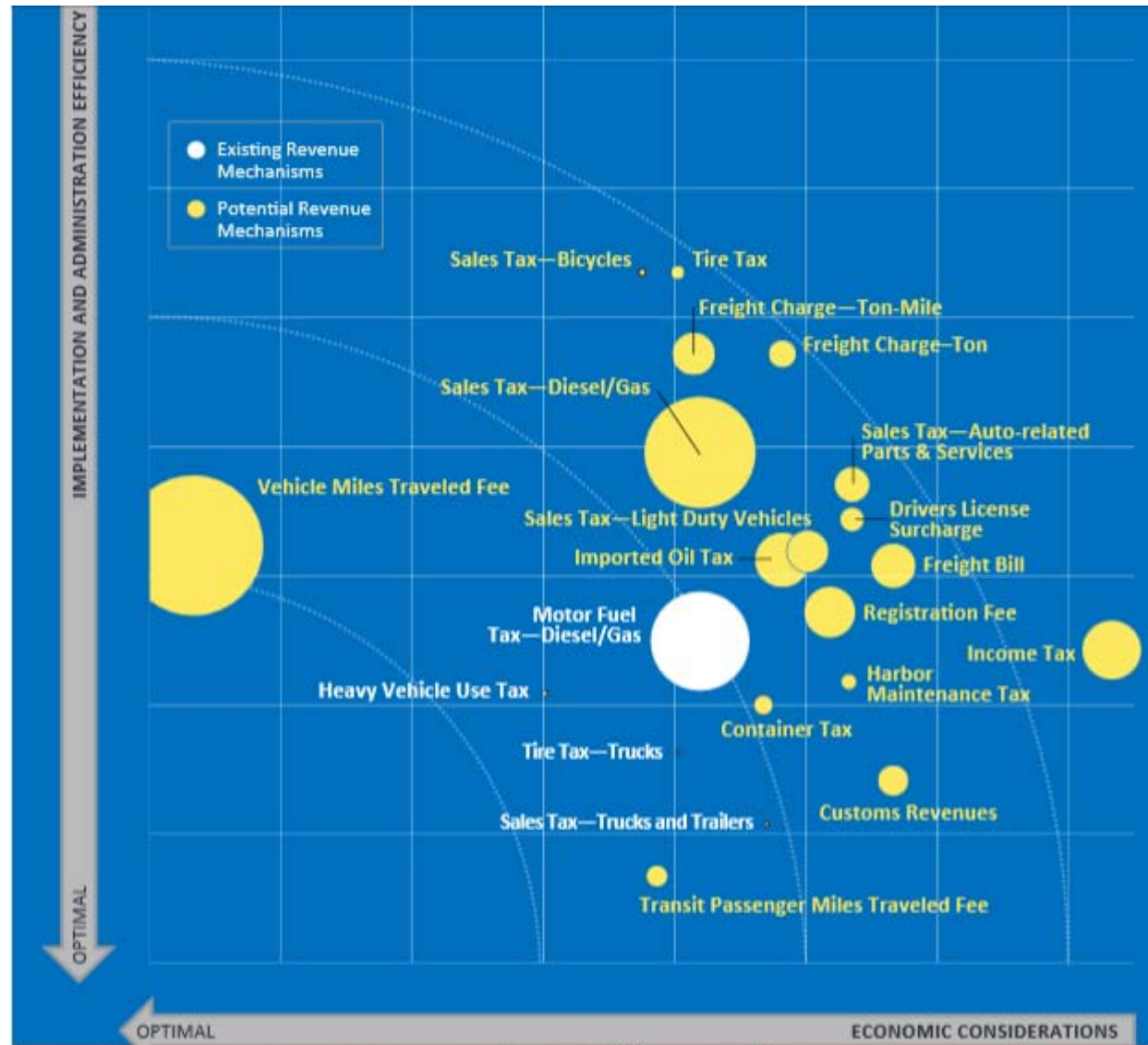
Building Regional Communities

MAP-21 Reauthorization – Answers?

- No lack of ideas, but severe lack of political will to make them happen
 - Gas tax increase
 - Wholesale tax to replace per gallon tax
 - VMT Tax?
 - Tolling
 - Everybody wants the next TIFIA
 - Financing ≠ Funding



MAP-21 Reauthorization – Answers?



Source: AASHTO



MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means
 - But Senators are starting to sing a different tune



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means
 - But Senators are starting to sing a different tune
- A large percentage of T&I members have never seen a transportation bill pass through “normal” process



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means
 - But Senators are starting to sing a different tune
- A large percentage of T&I members have never seen a transportation bill pass through “normal” process
 - But the leadership team is still in place that got a bill done last time



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means
 - But Senators are starting to sing a different tune
- A large percentage of T&I members have never seen a transportation bill pass through “normal” process
 - But the leadership team is still in place that got a bill done last time
- The Presidential election begins any day now



NARC

Building Regional Communities

MAP-21 Reauthorization – The Prospects

- Need to find the money, and it will not come from the couch cushions (\$100B+ for a 6-year bill)
 - But it is also not THAT much money in the grand scheme of a trillion dollar federal budget
- Boehner says no gas tax increase, Ryan now chair of Ways and Means
 - But Senators are starting to sing a different tune
- A large percentage of T&I members have never seen a transportation bill pass through “normal” process
 - But the leadership team is still in place that got a bill done last time
- The Presidential election begins any day now
 - But that leaves them a year or so



MAP-21 Reauthorization Trends

- In fact, some areas of potential policy agreement on the Hill
 - Freight
 - Streamlining
 - Performance Measures
- Probably will not see a House bill until funding is resolved
 - And that will not happen right away
- FAA Bill will move ahead of Transportation Bill in the House
- Senate bill is a more open question, but the same probably holds



What's the Story with the States?

- Some movement with state funding in 2014, but nothing even close to 2015
- Rhode Island – 1-cent gas tax increase and indexed; some existing fees targeted for transportation projects
- New Hampshire - 4.2-cent (temporary) gas tax increase for specific projects
 - 42 percent of the new revenue toward bonding for the widening of Interstate 93 from Salem to Manchester, 33 percent to municipalities for local road and bridge repairs, 25 percent to repairs of secondary state roads in fiscal years 2015 and 2016.
- Massachusetts took a step back on indexing
- Florida - New revenue from leasing cell phone tower rights-of-way near state roads
- Delaware - Tolls increase



What's the Story with the States?

- Low hanging fruit may have been picked
- State funding cannot be expected to replace strong federal support
- Federal lawmakers need to find the political courage to enact solutions that will keep the program sustainable for the long-term
- Bravo for local action, but it only highlights the importance of additional federal funding



NARC

Building Regional Communities

MAP-21 Implementation

- Slow Progress on Performance Management Program implementation
 - New proposed rule just released regarding bridge and road conditions
 - Several more to go
 - Waiting for final rule regarding metro and non-metro planning
 - Being held up by some thorny issues, including transit representation on MPO boards



Join us in February!

2015 NATIONAL
CONFERENCE OF REGIONS

FEBRUARY 8-10, 2015
WASHINGTON, DC

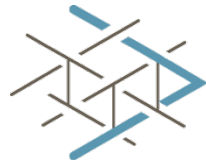


NARC

Building Regional Communities



Thank you!



NARC

Building Regional Communities

My contact info:

erich@narc.org

202-986-1032 x212

www.narc.org

Email if you want to receive *Transportation Thursdays*