Federal Policy

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 – a “sea change”

What’s the big deal?
- Highways and transit treated more equally, wrt planning, matching $
- Opportunity for “multimodal” or “intermodal” strategies
- Better planning before money spent...

How did it happen?
What policies changed?
- Funding amounts, categories, flexibility
- Planning requirements

Funding

Funding Categories: reflect federal priorities, determine what kinds of projects
Old way: by facility - different classifications of highways (Interstate, FAP, FAS, FAU)
New way: by purpose - flexibility to spend across modes, spend on new kinds of projects

Surface Transportation Program (STP) - $32.6 billion in SAFETEA-LU
- Given directly to TMAs (i.e. large MPOs)
- Fund eligible for non-highway: bike transit pedestrian
- Transportation Enhancements – 10% set aside

Congestion Mitigation Air Quality (CMAQ) program - $8.6 billion
- Given to states with non-attainment areas, directly to MPOs
- Apportioned based on population and severity of AQ problem
- Projects must… contribute to AQ attainment, control VMT/capita
- e.g. bicycle coordinator, traffic signal coordination

“High Priority Projects” or “demonstration projects” (or “earmarks” or “pork)
- 500 projects for $6.5 billion in ISTEA
- 1850 projects for $9.4 billion in TEA-21
- 6373 projects in SAFETEA-LU for $24.2 billion in SAFETEA-LU

“Minimum guarantee” or “equity bonus” program
- state guaranteed to get at least 90.5% of what it contributes to HTF
- MG $ used to balance other highway $ to get to 90.5%
  - Each state gets at least $1M/yr
- Divided among STP, IM, NHS, Bridge, CMAQ
Title III Transit Funding
  o Capital grants (Section 3) – discretionary (40% “new starts,” 40% rail modernization, 20% bus)
  o Formula grants (Section 9) – for capital or operations

Interesting new SAFETEA-LU programs:
  - Safe Routes to School – $612 million
  - Nonmotorized Transportation Pilot Program - $100 million

Funding notes:
  - Most programs by formula – population, road miles, etc.
  - Most of money goes to states – they decide how to divide
  - Federal share is up to 80%; state or local share is 20% or more
  - Vulnerability to annual budget cycles – cuts

What difference did it make? “It’s like turning an ocean liner”

Planning Requirements

Required Documents
  ▪ Long-Range Plan (or Regional Transportation Plan)
  ▪ Transportation Improvement Program
  ▪ Unified Planning Work Program (UPWP)
  ▪ Public Involvement Program (PIP)
  ▪ Air Conformity Analysis and Finding
  ▪ Congestion Management Process in TMAs

Process Requirements – more later
  ▪ Planning Factors: no legal standing or recourse but influence…
  ▪ Public Involvement: must be “meaningful”
  ▪ Fiscal Realism: long-range plan must be fiscally constrained
  ▪ Coordination with other plans: state-local and T-LU-AQ; “conformity” requirement
  ▪ Certification of planning activities: by US DOT not less than once every 4 years
  ▪ Environmental Streamlining: adhere to requirements but don’t slow the process

What’s next???
How big a program?
How to finance a bigger program?
How to structure the program to achieve objectives?

On Wednesday: “Divided Highways“