

THE MPO PROCESS IN THE NATIONAL CAPITAL REGION

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TPB PLANNING AREA



- Approximately 3,000 square miles
- 19 Jurisdictions in DC, MD, VA
- 5 million people
- 3 million jobs

TPB: A MULTI-STATE MPO

- Federally designated Metropolitan Planning Organization (MPO) for the National Capital Region
- Membership includes:
 - VA, MD State Legislators and DC Council Members
 - State Departments of Transportation (VDOT, MDOT, DDOT)
 - Washington Metropolitan Area Transit Authority
 - Local governments

KEY ROLES OF THE TPB

- Federally required planning process
 - Financially Constrained Long Range Plan
 - Transportation Improvement Program
 - Air Quality Conformity Analysis
- Technical resources for decision-making
- Forum for regional decision-making
- Citizen Involvement
 - TPB Citizens Advisory Committee (CAC)
 - TPB Community Leadership Institute (CLI)

REGIONAL PROGRAMS SPONSORED BY THE TPB WITH SUPPORT FROM DC, MD, VA

- Metropolitan Area Transportation Operations Coordination (MATOC)
 - Provide situational awareness of transportation operations in the region
 - Facilitate inter-agency coordination during major incidents or emergencies
- Commuter Connections
 - Promote and facilitate alternatives to commuting by single occupant vehicle

FEDERAL PROGRAM FUNDING (SAFETEA-LU)

1. Planning Funding to TPB

- Federal: 80%
- State: 10%
- Local: 10%

2. Highway Program to States

- Numerous program categories administered by state DOTs
- Project selection by state DOTs with input from and approval by TPB

FEDERAL PROGRAM FUNDING (SAFETEA-LU)

3. Transit Programs to Metropolitan Transit Agencies

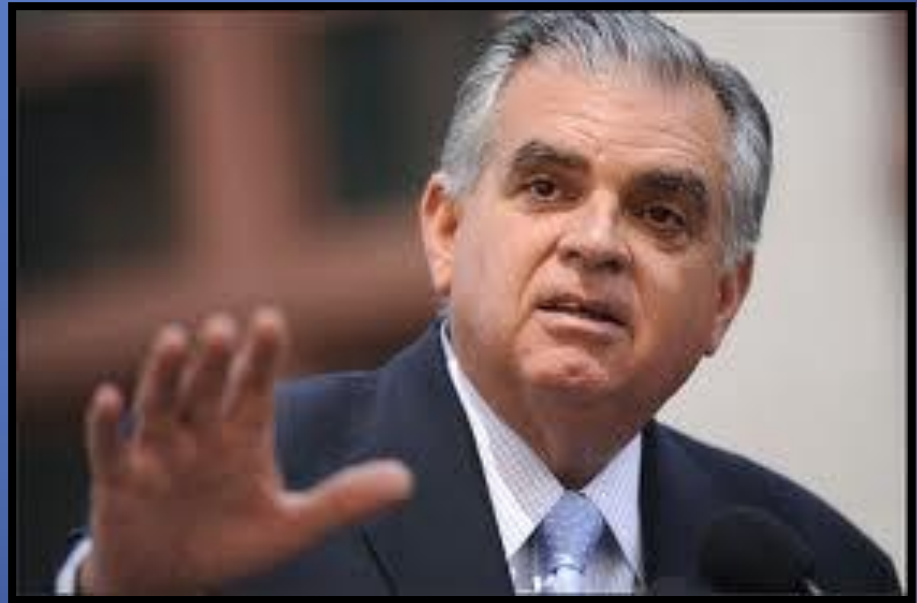
- Transit formula funds to WMATA
- New Starts discretionary funds

4. Other Discretionary and Formula Programs

- JARC/New Freedom formula funds to urbanized areas
 - TPB is designated recipient for the National Capital Region
- TIGER I and TIGER II discretionary grants
 - TPB received \$60 million in TIGER I grant

REAUTHORIZATION

“If we don’t get something significant done this year, I think it will be very difficult beyond this year, just because next year is an election year -- I’m so glad Chairman Mica is on the same page.”



USDOT Secretary Ray LaHood

REAUTHORIZATION

The practice of short term extensions of Highway Trust Fund Programs sends *“the worst message and the worst policy possible across the Nation, across the land, to our States and our localities that are trying to build the Nation’s infrastructure and trying to determine what Federal policy, what their partnership and funding relationship will be with the Federal Government.”*



Congressman John Mica
Chair, House Transportation
and Infrastructure Committee

REAUTHORIZATION: SCHEDULE

- Strong sense that key players are invested in passing a bill this year
 - Secretary LaHood, Congressman Mica, and Senate staffers indicate there is a good prospect of having a new bill by August 2011; hearings and drafting are underway
- Coming to agreement on scope and details will not be easy
 - Administration calling for \$556 billion over 6 years (compared to \$286 billion in SAFETEA-LU), but is opposed to a gas tax increase; wants to “work with Congress on the path forward” on funding
 - Currently, projected receipts to highway trust fund support only about \$240 billion over 6 years

REAUTHORIZATION: ONE VISION

- President's FY2012 Budget request – a framework for reauthorization proposal
- Reform existing program, double its size
 - Consolidation of 55 programs into 5
- Opportunities for innovative financing
 - National Infrastructure Bank (\$30 billion)
 - Competitive Grant Programs (\$32 billion)
- No earmarks, less formula funding than SAFETEA-LU
 - Concentrates decision-making authority at USDOT
- “Funding Boost” of \$50 billion in first year

REAUTHORIZATION: ANOTHER VISION

- Congressional focus on spending cuts
 - Several of the FY2011 budget extensions have cut transportation funding
- Rely on existing revenues into Highway Trust Fund
- Maintain formula highway and transit programs at somewhat reduced levels
- Public/Private Partnerships for major projects

CONCLUDING QUESTION

How will the reauthorization debate evolve over the coming months?