

# Association of Metropolitan Planning Organizations

## Side by Side

### Surface Transportation Reauthorization and Reform Act of 2015 and the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE-Senate)

#### (STRR Act-House)

Draft Document Date: Nov 17, 2015

Program	STRR-HOUSE	DRIVE-SENATE
<b>Number of years &amp; funding</b>	<ul style="list-style-type: none"> <li>6 year authorization</li> <li>5-6 year of revenue depending on what "pay-fors" are used</li> <li>\$325 billion in Contract Authority</li> </ul>	<ul style="list-style-type: none"> <li>6-year authorization</li> <li>3 years of revenue</li> <li>\$341 billion in Contract Authority</li> </ul>
<b>PL Funding</b>	2015 - \$313.6 million 2016 - \$318 million 2017 - \$324 million 2018 - \$330 million 2019 - \$338 million 2020 - \$343.7 million 2021 - \$350.5 million	2015 - \$313.6 million 2016 - \$337 million 2017 - \$344 million 2018 - \$352 million 2019 - \$360 million 2020 - \$370 million 2021 - \$379 million
<b>Revenue - "Pay-Fors"</b>	\$77 billion – could pay for 5 or 6 years depending on what "pay-fors" are agreed to in conference	\$46 billion – pays for three years
<b>STP/TAP</b>	Renames STP to Surface Transportation "Block Grant" Program (STBGP)  STBGP is sub-allocated by population - 51% of total in 2016 increased to 55% by 2021  No bridge set-aside  The Transportation Alternatives Program is included in the STBGP as an \$820m annual set-aside  50% of the reserved funds may be used for any STBGP eligible project  Funds are required to be obligated for Recreational Trails but a state may opt out.	Emergency evacuation plans are eligible  The percent of STP funds sub-allocated by population increased to 55% from 50%  55% sub-allocated is calculated after <ul style="list-style-type: none"> <li>15% of STP is taken off the top or</li> <li>110% of the amount of funds set aside for bridges not on Federal-aid highways in 2014 is taken off the top</li> <li>Whichever is greater</li> </ul> The new calculation is essentially 55% of 85%  The sub-allocated dollar amount would not reach the 2015 level until 2019  Defines off-NHS as a highway bridge located on a public

		<p>road, other than a bridge on the NHS</p> <p>TAP - \$850M per year 100% sub allocated by population</p> <p>Adds a non-profit entity responsible for the administration of local transportation safety programs to the list of eligible entities</p> <p>MPOs may further sub-allocate within the boundaries of the planning area if a competitive process is implemented</p> <p>States and MPOs are required to report to the Secretary on TAP</p> <p>Secretary shall issue guidance or regulation to improve TAP project delivery</p>
<b>Metropolitan Planning</b>	<p>Clarifies how the transit representative shall be determined by the MPO – almost identical to DRIVE</p> <p>MPOs are required to integrate management and operation of intermodal facilities that support intercity transportation into plan and TIP</p> <p>MPOs are encouraged to consult with State agencies that plan for tourism and, natural disaster risk reduction</p> <p>New planning factors - system resiliency and reliability and reduce or mitigate storm-water impacts on surface transportation</p> <p>Plans shall identify public transportation facilities and intercity bus facilities</p> <p>Adds public ports to the list of interested parties to the plan</p> <p>Adds new Congestion Management Plan – MPO in a TMA may develop a plan that includes projects and strategies that shall— (i) develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households; (ii) identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and (iii) identify proposed projects and programs to reduce congestion and increase job access opportunities</p>	<p>TIP and Plan must now also provide for the development and integrated management of, “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers”</p> <p>Representatives or officials of an MPO shall be determined by MPO bylaws or enabling statutes; representative of public transportation may also serve as a representative of a local municipality; authority of the transit representative shall be commensurate with other officials</p> <p>New Planning Factors - improve the resiliency and reliability of the transportation system</p> <p>The plan should include strategies to reduce vulnerability due to natural disasters</p> <p>The plan should consider the role that intercity buses play in reducing congestion, pollution and, energy consumption and investments that enhance and preserve intercity bus systems</p> <p>Interested parties also include public ports, intercity bus operators, and commuter vanpool providers</p> <p>Strikes the Congestion Management Process from law</p> <p>Adds a new section for the treatment of Lake Tahoe Region to receive STP and TAP funds</p>

	In developing the plan, an MPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals	
<b>CMAQ</b>	<p>Adds installation of vehicle-to-infrastructure communication equipment as an eligible project.</p> <p>Recalculates amount of flexible funding for use in non-attainment and maintenance areas for state that received excess amount prior to MAP-21</p> <p>149(g)(3) Priority Considerations - Further prioritize the use of funds for PM 2.5 in areas - where regional motor vehicle emission are not an insignificant contributor to the air quality problem – states and MPOs shall give priority to projects, including diesel retrofits or alternative vehicles, that are proven to reduce <b>direct or indirect</b> emissions of PM 2.5 – funds shall be used on the most cost-effective projects and programs</p> <p>149(k)(1) – 25% of CMAQ/priority use of funds in PM2.5 areas - limits use of funds to directly emitted fine particulate matter; provides exemption from the requirement for state with a population density of 80 or fewer persons per square mile of land area</p>	<p>Requires that CMAQ funds be used for projects likely to contribute to attainment of a NAAQS “in the designated nonattainment area”</p> <p>Adds that the project or program is likely to contribute to the attainment “or maintenance” of a NAAQS by reducing VMT, fuel consumption, or other factors</p> <p>Adds that CMAQ funds can be used for port-related freight operations in non-attainment or maintenance areas for ozone, PM10 or PM 2.5</p> <p>Allows CMAQ to be used on projects using transit funds for diesel retrofits, port-related freight operations, and other allowed uses</p> <p>Funds used for electric vehicle charging stations or natural gas station are prioritized to corridors under the new National Electric Vehicle Charging and Natural Gas Fueling Corridors program under Section 1024</p> <p>149(g)(3) Priority Considerations - States and MPOs shall give priority to projects that reduce <b>directly</b> emitted PM 2.5 – funds shall be used on the most cost-effective projects and programs</p> <p>149(k)(1) – 25% of CMAQ/priority use of funds in PM2.5 areas - limits use of funds to <b>directly</b> emitted fine particulate matter; provides exemption from the requirement for state with a population density of 80 or fewer persons per square mile of land area</p>
<b>Freight Policy &amp; Funding</b>	<p>Establishes a national freight policy, sets goals, the Secretary establishes a National Highway Freight Network (Interstate plus the 41,000 mile Primary Freight Network not on the Interstate)</p> <p>Permits state to designate up to 10% more miles as part of the network under certain conditions</p>	<p>USDOT Sec designates the primary freight system, which includes all NHS freight intermodal connectors</p> <p>State may increase the mileage by no more than 10% of the miles already designated in the State</p> <p>States may designate critical rural freight corridors</p>

	<p>Establishes a Nationally Significant Freight and Highway Projects program that directs the USDOT to establishes a competitive grant program to fund large expensive projects that state cannot pay for with existing apportionments</p> <p>Projects generally need to have a link to freight mobility</p> <p>The federal share is 50% but states may use apportionments for the non-federal share – caps total federal dollar participation at 80%</p>	<p>MPOs over 500,000 in population, in consultation with the State, may designate a critical urban freight corridor when conditions are met</p> <p>In urbanized areas under 500,000 in population the State, in consultation with the MPO, may designate a critical urban freight corridor when conditions are met</p> <p>Funds are apportioned to the State based on total primary highway freight miles in the State compared to total primary highway freight miles in all States</p> <p>No more the 10% can be used within the boundaries of public and private freight rail, water, and intermodal facilities</p>
<b>Bridge Bundling</b>	Encourages and permits states to bundle 2 or more similar bridge projects into one projects	<p>Permits the grouping of similar types of bridges into one project for eligibility under NHPP or STP funds that can be awarded as one contract</p> <p>A bundled project may be included in the TIP or STIP</p>
<b>Tolling</b>	MPOs must be consulted if tolls are placed on HOV lanes on an Interstate in its planning area	
<b>Bus &amp; Bus Facility Grants</b>	<p>Establishes a pilot program for urbanized areas between 200,000 in population and 999,999 to participate in a state pool for cost effective capital investments that will allow states to transfer formula funds to other eligible recipients</p> <p>Establishes a competitive grant program at USDOT</p>	Establishes a competitive grant program at USDOT