

# National Surface Transportation Legislation: Metropolitan Outlook

*Government Research Association Annual Conference*



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# Background: The current role in Metropolitan transportation debate Transportation



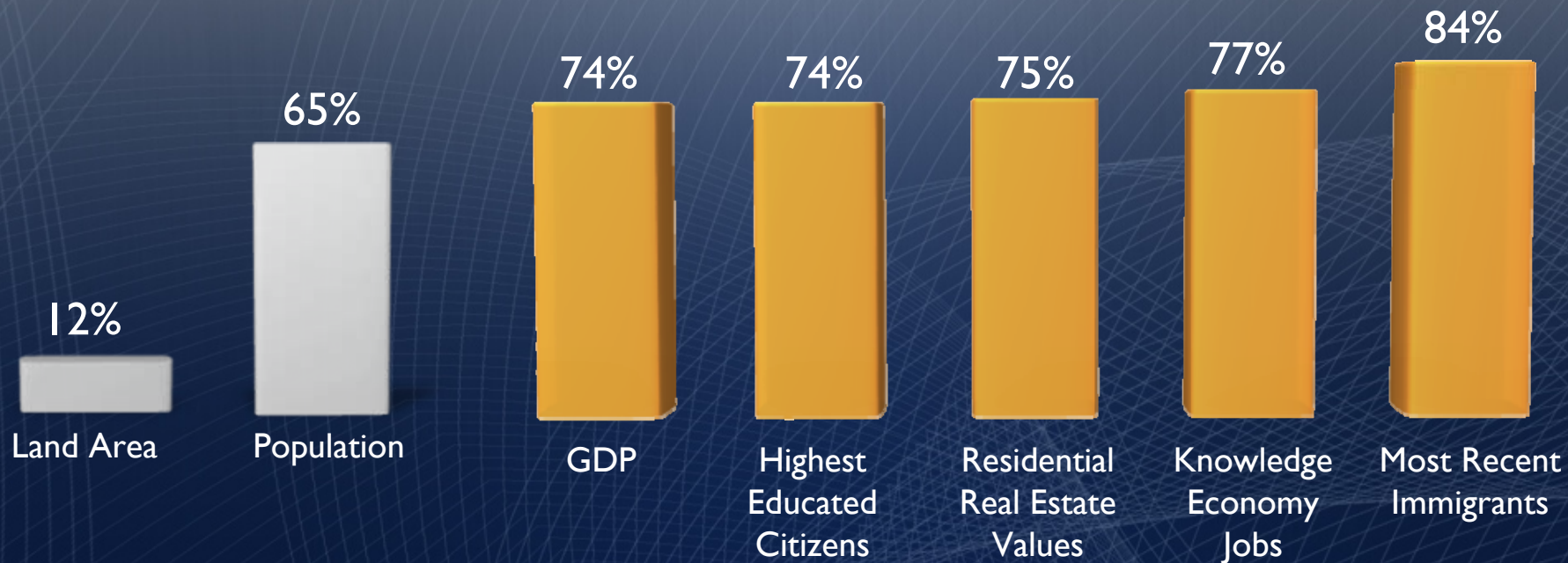


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# Primacy of Metros



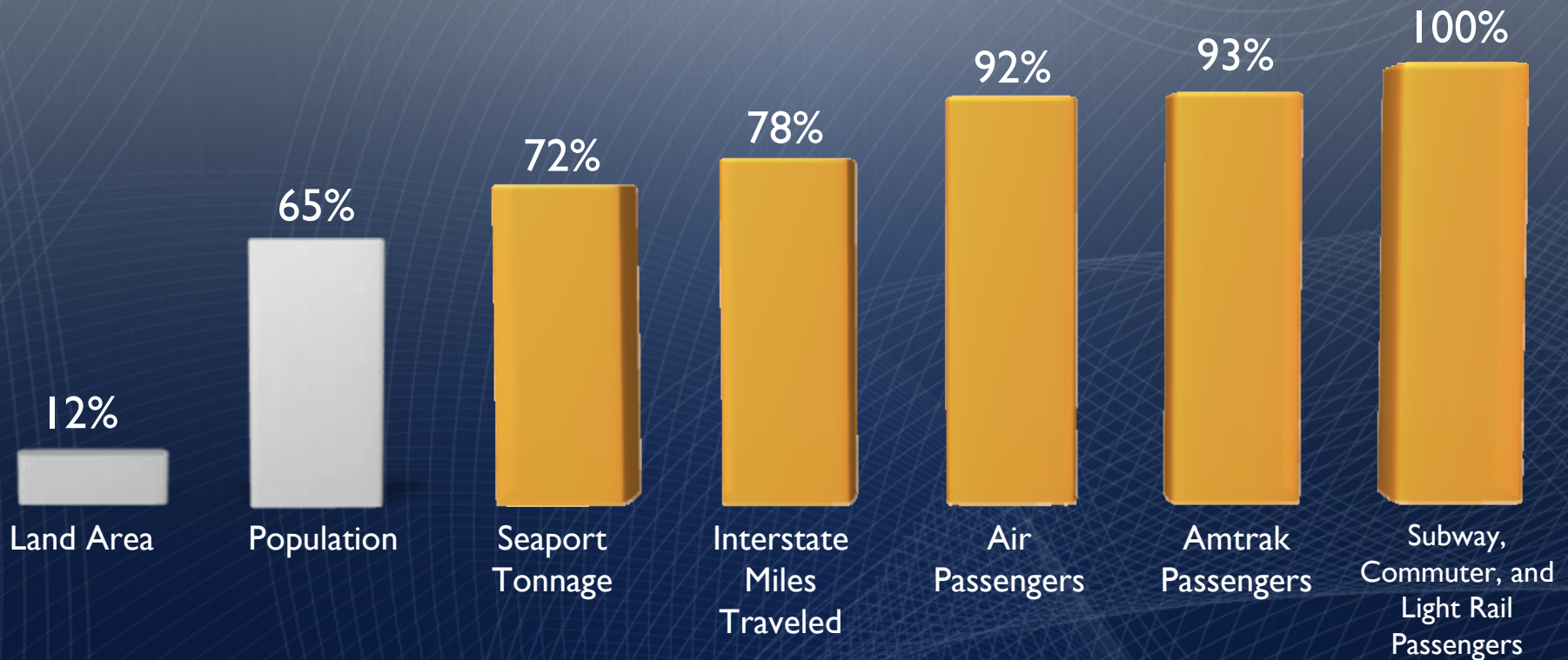
# Our Country's Top 100 Metros – Engines of Growth



Source: Brookings Analysis



# Our Country's Top 100 Metros – Concentrate Most of Our Transportation Functions



Source: Brookings Analysis

# Transportation within Metros

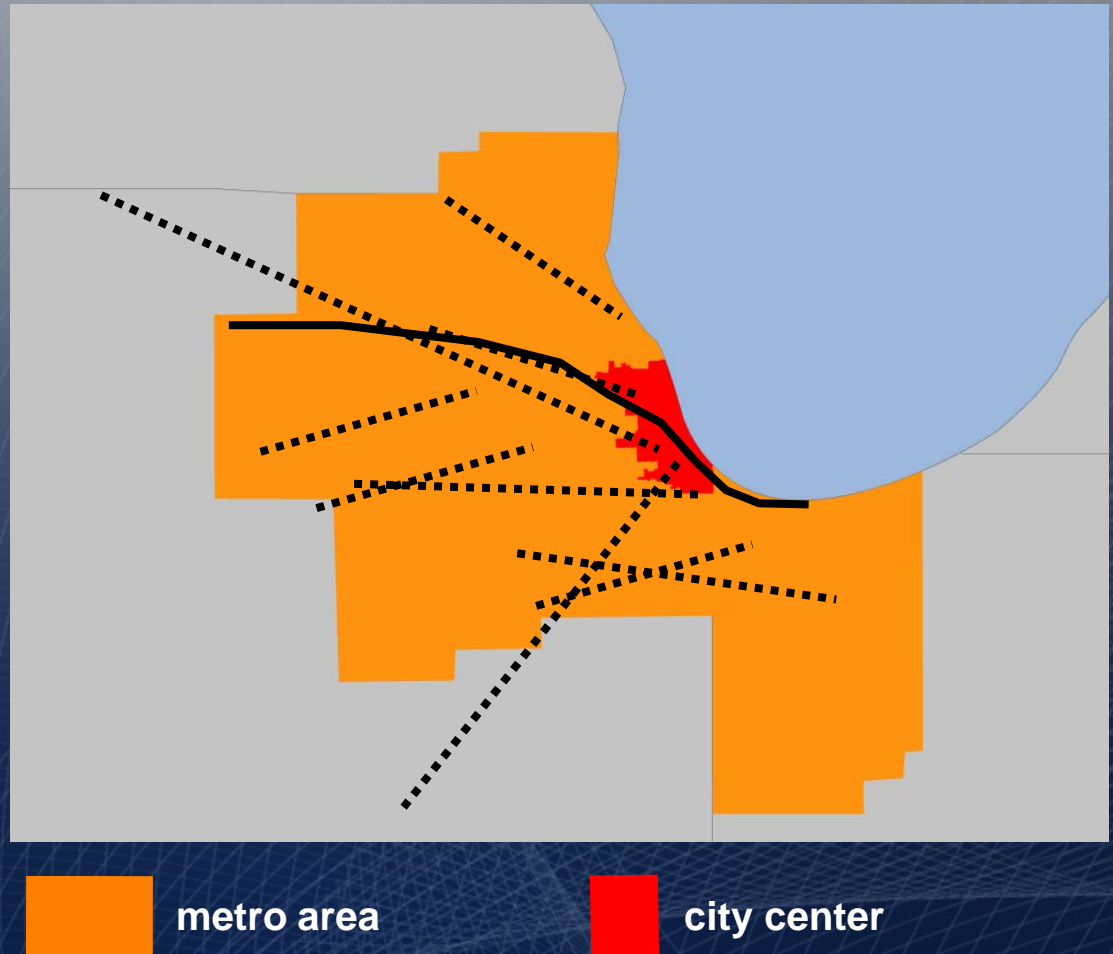
80 percent of all  
travel occurs within  
metro areas





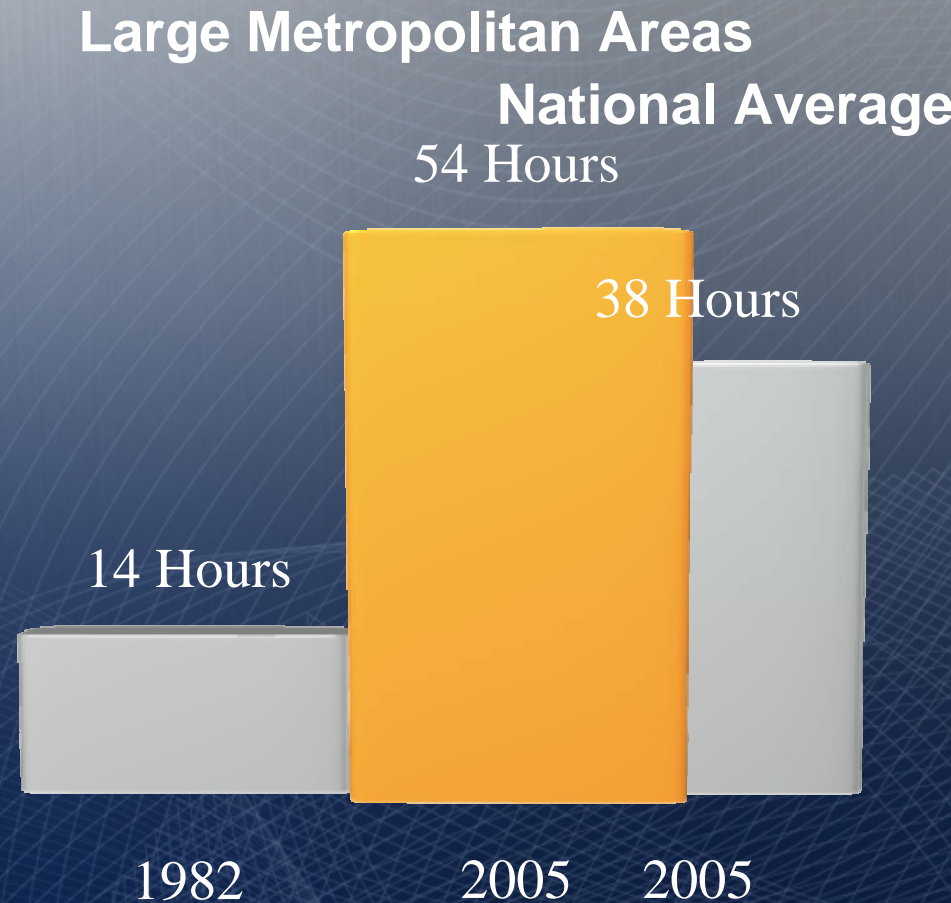
# Transportation within Metros

Half of all  
commute trips are  
suburb-to-suburb  
Two-thirds of  
freight tonnage  
travels less than  
100 miles



# Intrametro Challenges

The number of hours  
spent in traffic







Metros with Broad Bus Service



Metros with Heavy Rail





Metros with Commuter Rail

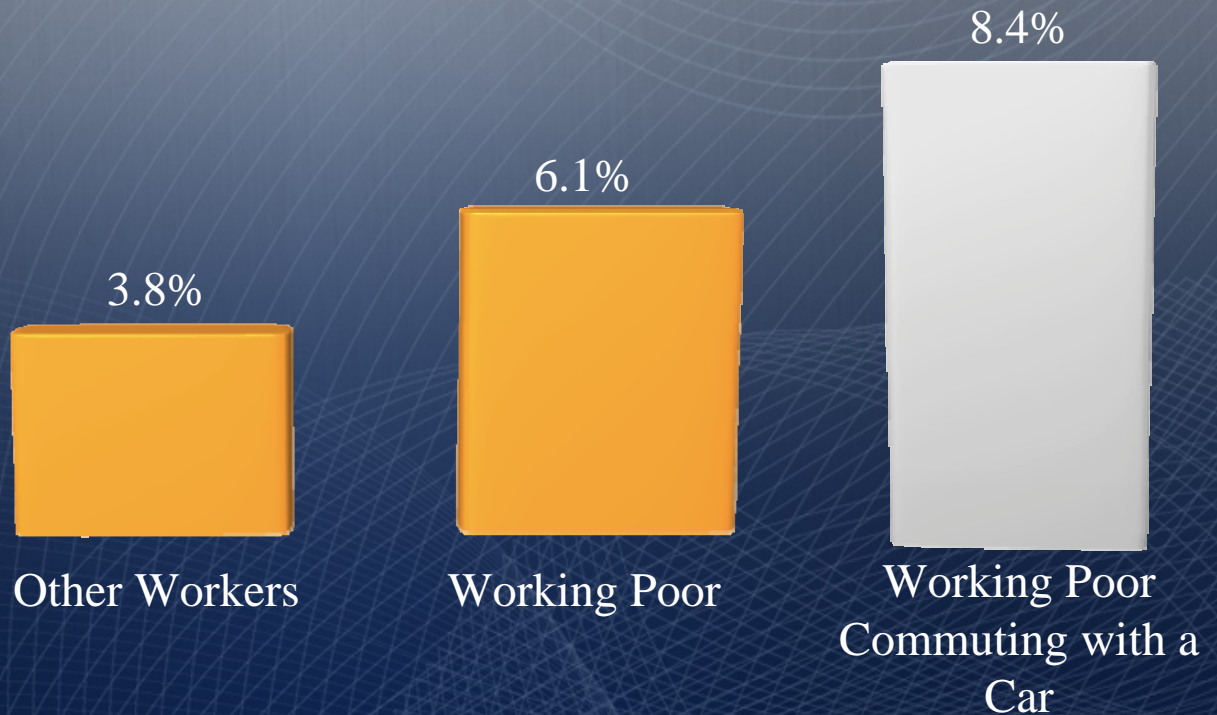


Metros with Light Rail



# Intrametro Challenges

Lower income workers spend more of their income to reach jobs



# Intrametro Challenges

Transportation has become the second largest household expense

Housing



Transportation



Food



Healthcare





# Intrametro Challenges



The federal government is struggling to respond to the metro transportation challenges





# Three Problems: The Federal Government Is Absent

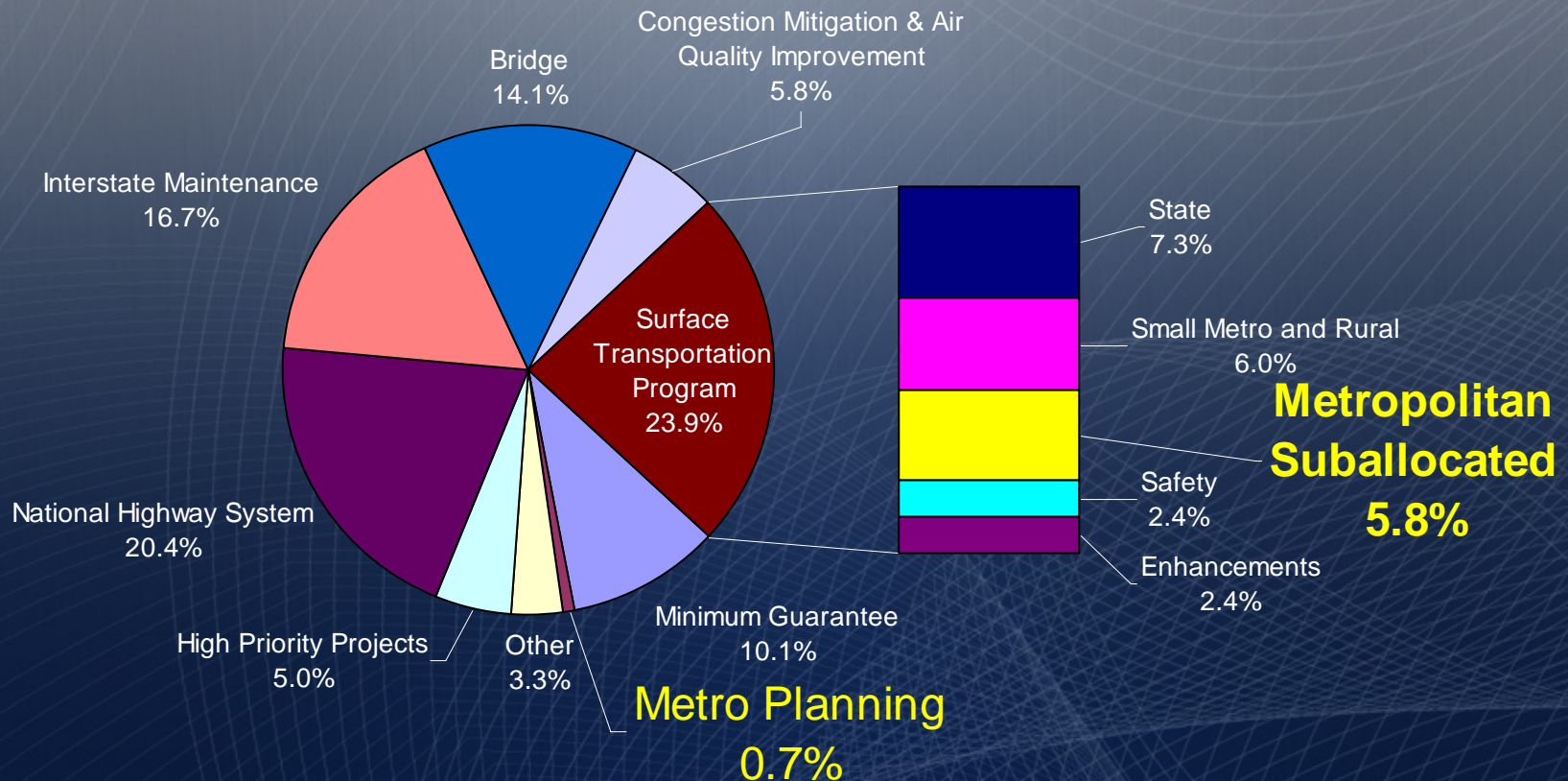
For example, unlike competitor nations, we have no national freight and passenger rail policy

## European TEN-T Network



# Three Problems: The Federal Government Is Outdated

*Metros receive only 7 percent of highway allocations directly*





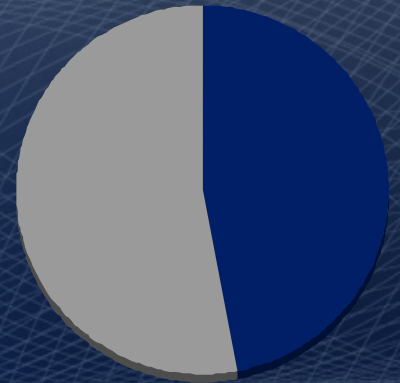
# Three Problems: The Federal Government Is Outdated



Federal Highway  
Share: 80% - 90%



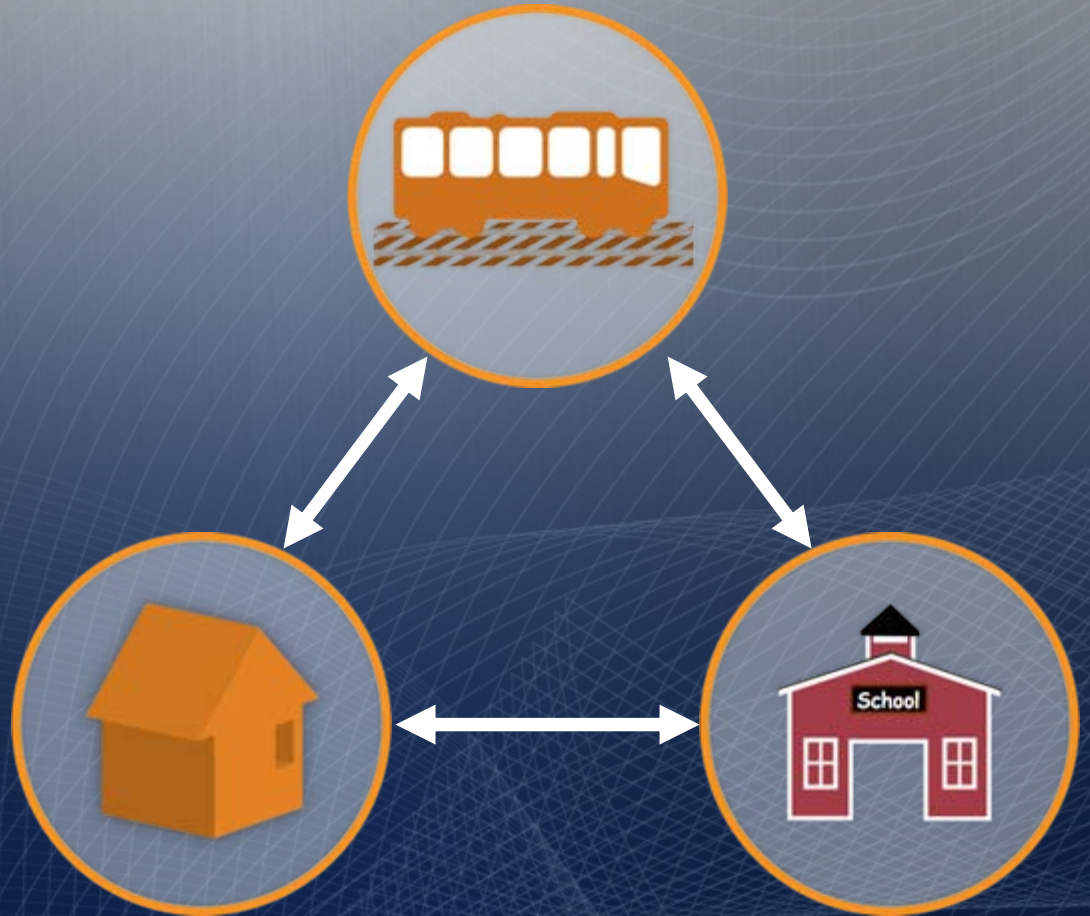
Federal Transit  
Share: 47%





# Three Problems: The Federal Government Is Underperforming

The federal government also fails to link transportation to other associated sectors, such as housing and education



# Three Problems: The Federal Government Is Underperforming

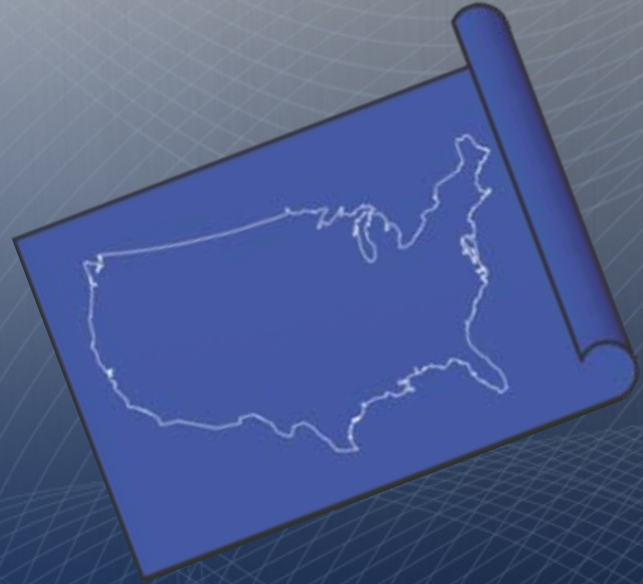
The federal transportation program has almost no focus on outcomes, performance, or accountability





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# The current transportation reauthorization debate





# Transportation Authorization Bills- Short term and long term

- Surface Transportation Authorization Act of 2009- the 6 years House T&I Committee bill
- Senate's 18 months clean extension of SAFETEA-LU



- The Administration's proposal for a 18 months modified extension of SAFETEA-LU

# Surface Transportation Authorizations – 2005 and 2009

## Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Expires September 30, 2009

- 314 pages
- \$ 286 bln funding



## Surface Transportation Authorization Act of 2009

- 775 pages
- \$ 500 billions funding



# Surface Transportation Authorization Act of 2009

## Great points:

- Metropolitan mobility and access program
- National Transportation Strategic Plan
- Office of Livability
- Office of Public Benefit
- Performance standards
- Invests in high speed rail
- Equalizes the federal matching rate for transit and highways
- Emphasis on intermodalism, sustainability, and connectivity



Congressmen Oberstar and DeFazio



# Surface Transportation Authorization Act of 2009

The contention points are missing:

**FUNDING.—[to be supplied.]**

- No dollar amounts for the programs
- No formulas for the allocation of authorized funding to the states
- No percentage for the Equity bonus program- the donor-donnee debate
- Not clear the funding source for high speed rail
- Not clear what funding sources from the Ways and Means Com



In addition:

- Not major changes to the highway program
- More money for everybody, in a silo manner
- The National Infrastructure Bank section was eliminated

# Surface Transportation Authorization Extension



President Obama and Secretary LaHood

- Immediate 18-month extension of SAFETEA-LU
  - \$ 20 bln untill March 2011
  - Use cost/benefit analysis to measure projects
  - Support and strengthen metropolitan areas
  - Promote broad principles of sustainability
- 
- “Clean” 18 months extension of SAFETEA-LU
  - Comes with a \$ 27 bln patch of the Highway Trust Fund, from the General Fund (discussed)
  - Same “old” business of SAFETEA-LU
  - Provides a short term solution to HTF bankruptcy
  - Allows for more discussion of the revenue sources for the 6 years reauthorization bill





# Challenges to Current Transportation Reauthorization

## NO MONEY



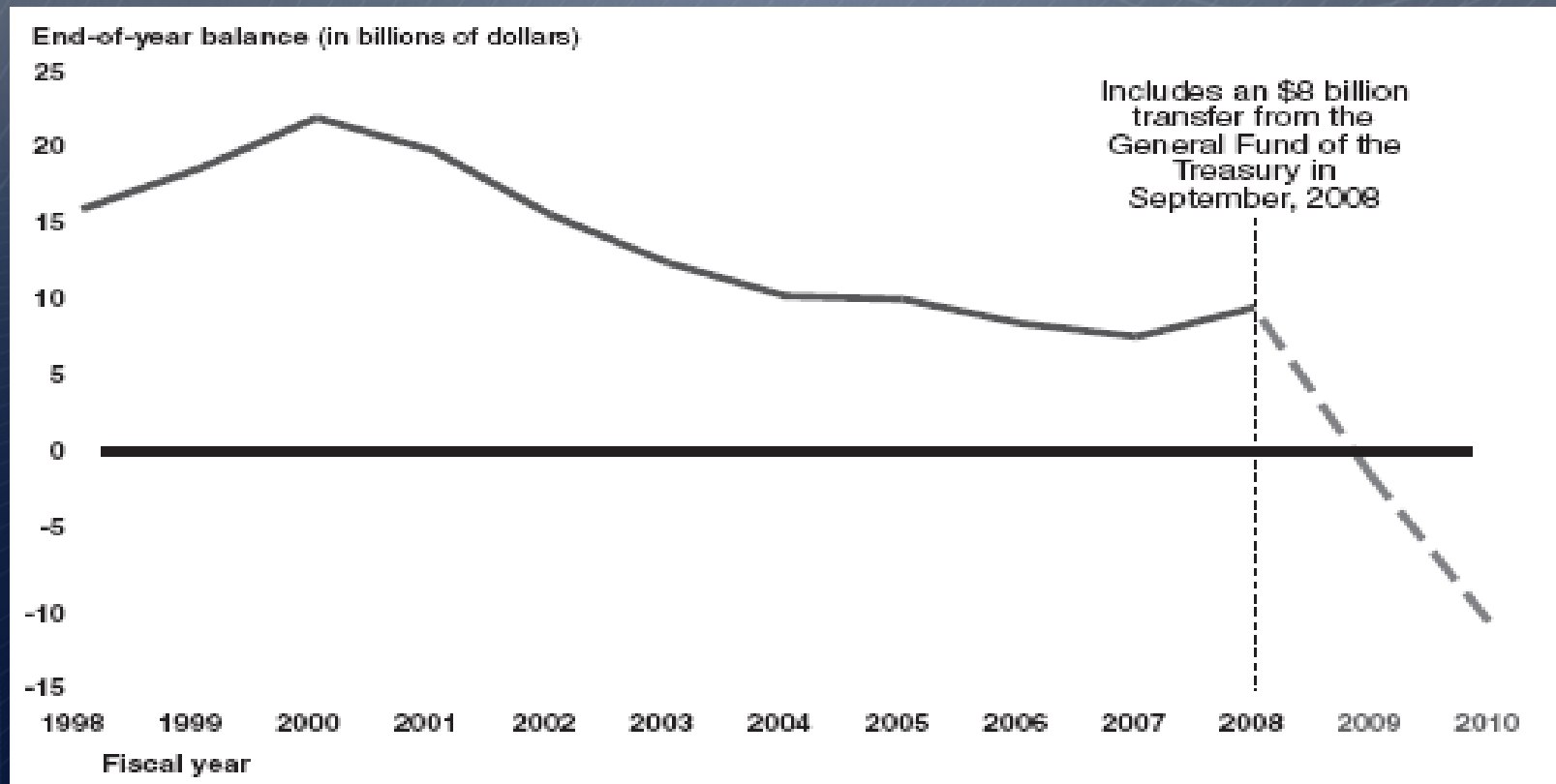
- The insolvency of the Highway Trust Fund
- The current economic recession
- The lack of expedient revenue sources
- The high price tag of the House bill
- The crowded Congress schedule



# Highway Account Balance- 1998-2010

The cash balance of the Highway Trust Fund

- - \$ 5.1 bln FY 2009
- -\$ 9.6 bln FY 2010



Source: GAO 2009

# What's Next- Short Term Scenarios

## **For the 18 months extension:**

- The Senate Finance Committee attaches the funding piece to the 18 months extension
- Senate votes on the extension
- House's position

## **For the 6 years reauthorization bill:**

- House patches the HTF with an short term appropriation bill
- The Ways and Means Committee specifies the funding sources
- The bill is brought to the floor
- Senate's and the Administration's positions



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