

Show Me the Money - How New Federal Legislation Is Changing the TDM Landscape

Sponsored by:
 Association for Commuter Transportation
 National Center for Transit Research at the
 University of South Florida

Today's Agenda

- Welcome and Introduction (5 min)
 - Donna Smallwood, MassRIDES/URS Corporation (moderator)
 - Phil Winters, NCTR at CUTR
- Polling Questions (5 min)
- Presentations (35 min)
 - Jon Martz, Vice President, Government Relations, VPSI Inc. and President, Association for Commuter Transportation
 - Jason Pavluchuk, Associate, Government Relations Inc (GRI)
- Q&A (30 min)
- Closing remarks

Today's Speakers



Jon Martz,
 Vice President, Government
 Relations, VPSI Inc.
 and
 President, Association for Commuter
 Transportation



Jason Pavluchuk
 Associate
 Government Relations Inc (GRI)

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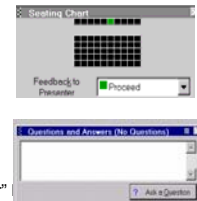


- NCTR is located at the Center for Urban Transportation Research (CUTR) at the University of South Florida
 - National TDM and Telework Clearinghouse Help Desk
 - TRANSP-TDM listserv
 - TDM Talk Blog
 - Florida Commuter Choice Training

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Upcoming Events of Interest to the TDM Community



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Live Meeting Poll

Attendance

How many people are attending today's netconference in your location?

- 1 to 3
- 4 to 6
- 7 to 9
- 10 to 12
- 13 to 15
- 16 to 19
- 20 or more

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Live Meeting Poll

Membership

Approximately, what PERCENT of attendees at your location are ACT members?

- 25%
- 33%
- 50%
- 67%
- 75%
- 100%

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Live Meeting Poll

Knowledge Level

How would you classify the level of knowledge about SAFETEA-LU of your audience?

- Nearly all are unfamiliar with SAFETEA-LU
- A FEW are somewhat knowledgeable about SAFETEA-LU but MOST are not
- MOST are somewhat knowledgeable about SAFETEA-LU but FEW are not
- MOST are VERY knowledgeable about SAFETEA-LU

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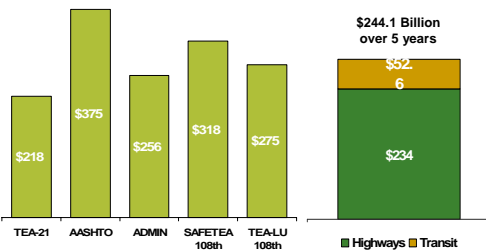


“Show Me the Money”

How New Federal Legislation
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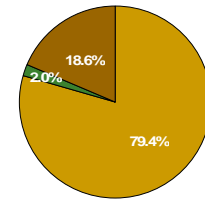
- Jon Martz, VPSI
- Jason Pavluchuk, GRI

Conference Agreement: SAFETEA-LU



Funding

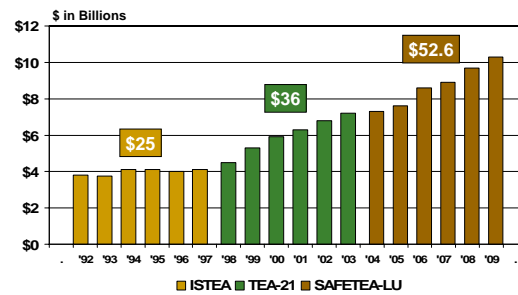
- \$286.4 billion,
a 38% increase over TEA-21
- Highways: \$228B
- Transit: \$52.6B
- Safety: \$6B
- \$21B in earmarks,
over 6,000 earmarks
- In essence... a 5 year bill



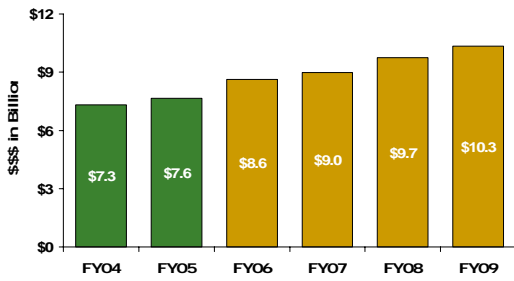
FTA Highlights

Jon Martz
Vice President, Government Relations
VPSI Inc.

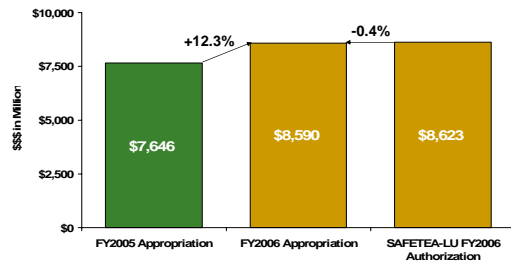
Steady increase in transit funding



SAFETEA-LU: \$52.6 Billion for Transit



FY06 Appropriations - Transit

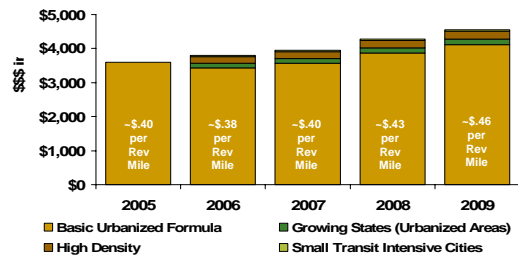


Other Current Transit Funding Issues

- Across-the-Board Budget Cuts
 - EOY Budget reconciliation bill could cut discretionary \$\$\$ by 1-2%
- AMTRAK \$\$\$ Increased, but Split and Restricted
 - Capital and Debt Service
 - Operating Subsidy Grants
 - Efficiency Incentive Grants
 - New Restrictions: Food Service & Sleeper Cars
 - "Determine & assess appropriate fees" to NE Corridor stakeholders
- Transit Security
 - \$3.5 Billion for 3 years – Capital and Operating (Senate)

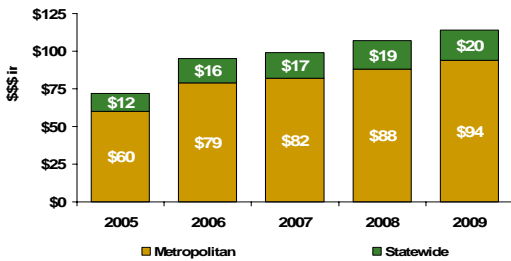
Urbanized Area Formula Grants

49 U.S.C. Sections 5307, 5340 and 5336(j)



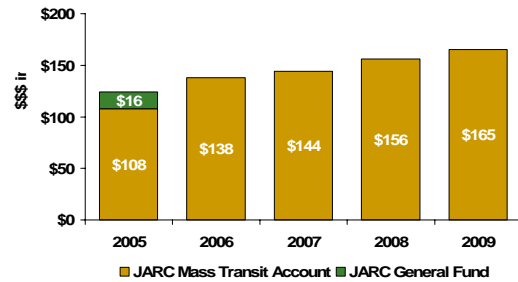
Planning Programs

49 U.S.C. Sections 5303-5305



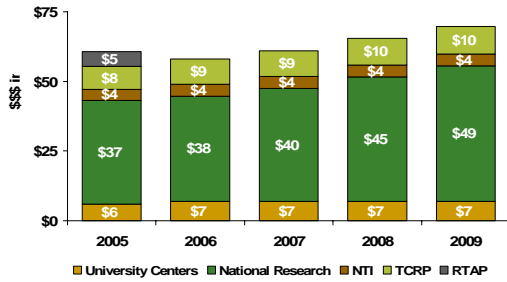
Job Access & Reverse Commute Formula Grants

49 U.S.C. Section 5316



Research Programs

49 U.S.C. Sections 5506, 5314, 5315, 5313(a) and 5311(b)(2)



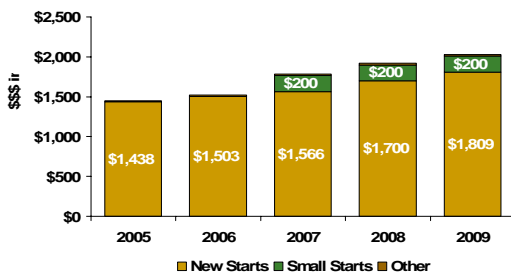
Commute-to-Work Benefit

- Preserved limitation on Qualified Transportation Fringe Benefit at \$105 per month (includes indexing for inflation).
- Codified Executive Order #13150 for federal employees in National Capital Region

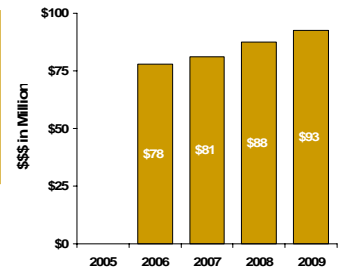


Capital Investment Grants: "New Starts"

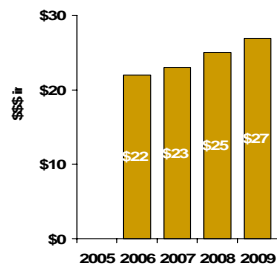
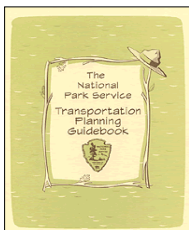
49 U.S.C. Sections 5309 (d) and (e), Section 5309 (m)



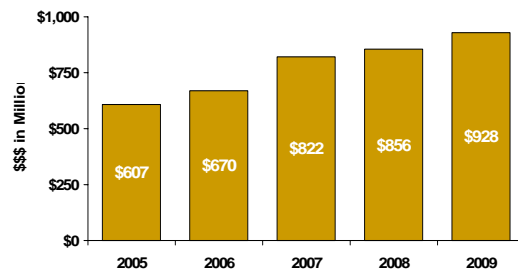
New Freedom Initiative



Alternative Transportation in Parks & Public Lands Program (Section 3021)

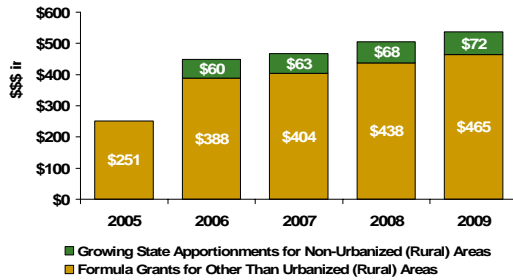


Discretionary Bus (incl. DR & VP)



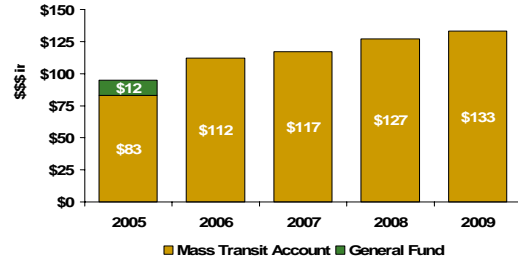
Other than Urbanized Area (Rural) Formula

49 U.S.C. Sections 5311 and 5340



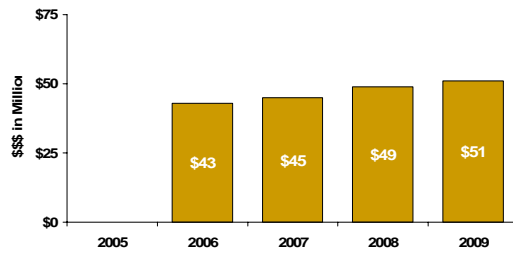
Formula Grants for Special Needs of Elderly Persons and Persons with Disabilities

49 U.S.C. Section 5310



Clean Fuels Grant Program - Discretionary

49 U.S.C. Section 5308



General Provisions

- Defines mobility management activities eligible for Section 5307 CAPITAL funding... designed to improve coordination among all types of providers
- Bond proceeds, advertising revenue, concession revenue, and revenue derived from contracts with social service agencies may be used as local matching funds
- Exempts vanpool drivers from expanded FMCSA regulation of small Commercial Motor Vehicles

General Provisions

- Section 5307 funds may be deposited in a debt service reserve under a pilot program for ten eligible recipients
- Security and emergency preparedness projects are eligible for CAPITAL funding
- Allows incidental use of federally funded alternative fueling facilities and equipment by non-transit public entities and private entities, so long as funds earned are used for transit purposes

Energy Policy Act of 2005: Transit

- Alternative Motor Vehicle Tax Credits
 - Fuel cell vehicles (buses)
 - Advanced lean burn technology vehicles (passenger vehicles)
 - Hybrid vehicles
 - Alternate fuel (including LNG and CNG) vehicles
 - Mixed fuel vehicles get partial credit.
 - Unique "seller credit" for government purchase, requires disclosure

Energy Policy Act of 2005: Transit

- DOE Fuel Cell Transit Bus Demo
 - Favor locations "most likely to mitigate congestion and improve air quality"
 - Covers both vehicles AND infrastructure costs

Energy Policy Act of 2005: Transit

- DOE Pilot Program
 - Alternative fuel, fuel cell, hybrid, or ultra low sulfur diesel (incl. infrastructure)
 - Up to 30 grants, up to \$15M over as long as 5 years, 50% local share req.

Contact Information

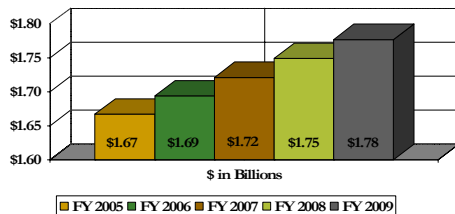
Jon Martz
Vice President, Government Relations
VPSI Inc.
jon.martz@vpsiinc.com

FHWA Highlights

Jason Pavluchuk
Government Relations Inc.

Congestion Mitigation and Air Quality Improvement (CMAQ)

- 5 year total \$8.6 billion (\$1.721b avg.)
- 27% Growth over TEA-21



Changes to CMAQ

- Formula for distribution of funds primarily remains the same*
- Secretary is required to evaluate and assess a representative sample of projects to determine congestion relief and air quality impact

Transportation Planning – What is it??

OPPORTUNITY FOR ACT MEMBERS TO ACCESS FEDERAL FUNDS



Transportation Planning—Changes made by SAFETEA-LU

- Plan must contain operational and management strategies to improve the performance of existing transportation facilities
- Will be updated every 4 years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Attainment areas remain on a 5-year update cycle.
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment

Transportation Planning – How do I get involved

- Each MPO and State handles planning differently, contact your MPO and ask how you can get involved

<http://www.planning.dot.gov/overview.asp>

Other planning resources:

<http://www.fhwa.dot.gov/planning/citizen/index.htm>

<http://www.ampo.org>

High Occupancy Vehicle (HOV) Lanes



- States are required to establish occupancy requirements for HOV lanes, with **mandatory exemption** for motorcycles and bicycles unless it creates a safety hazard, and
- **Optional exemptions** for public transportation vehicles, low-emission and energy-efficient vehicles, and High Occupancy Toll (HOT) vehicles (otherwise-ineligible vehicles willing to pay a toll to use the facility)
- Excess Revenue from tolls must be spent on Safety or TDM activities

High Occupancy Vehicle (HOV) Lanes

- States are required to monitor, assess, and report on the operation of the facility to ensure that it does not become seriously degraded



Congestion Relief

- More flexibility to use road pricing to manage congestion
- Promotes real-time traffic management in all States to provide better information to commuters



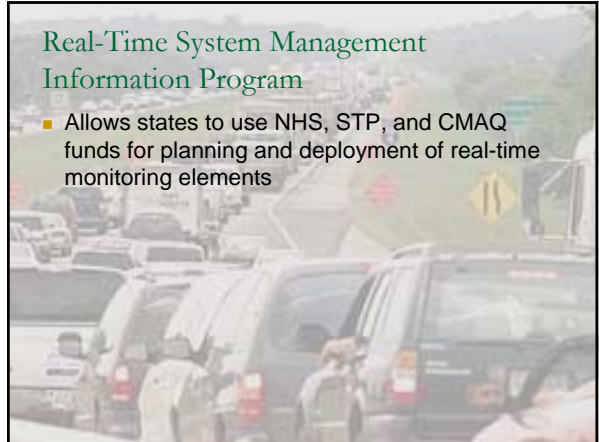
Real-Time System Management Information Program

- USDOT to provide, in all States, the capability to:
 - Monitor, in real-time, the traffic and travel conditions of the major highways of the U.S.
 - Share that information to:
 - improve the security of the transportation system, address congestion problems,
 - support improved response to weather events and surface transportation incidents, and
 - facilitate national and regional highway traveler information.



Real-Time System Management Information Program

- Allows states to use NHS, STP, and CMAQ funds for planning and deployment of real-time monitoring elements



Express Lanes Demonstration Program (new)

- Allows a total of 15 demonstration projects through 2009 to permit tolling to :
 - manage high levels of congestion, reduce emissions in a nonattainment or maintenance area, or
 - finance added Interstate lanes for the purpose of reducing congestion
- Eligible toll facilities include:
 - Existing toll facilities,
 - Existing HOV facilities, and
 - Newly created toll lane

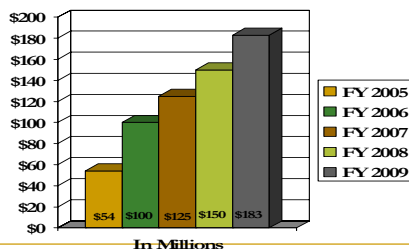


Express Lanes Demonstration Program (new)

- Tolls charged on HOV facilities under this program must use pricing that varies according to time of day or level of traffic;
- Variable pricing is optional for non-HOV
- Automatic toll collection is required
- \$3 million/non-highway related tolling programs

Safe Routes to School

- SAFETEA-LU creates \$612 million Safe Routes to School Program

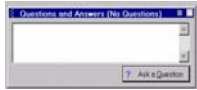


Transportation and Community and Service Preservation (TCSP)

- Authorizes \$61.5 million/year
- Earmarked by appropriators
- All TDM projects eligible
- Earmark requests due to House and Senate offices by Mid-Feb.

ACT Principle	Summary
Preserve and Grow CMAQ	Increased by 27%, TDM projects given priority
Increase and Expand Commute Benefit	Transit Benefit not expanded, commitment made to create equity
Strengthen Multimodal Planning Process	O&M required to be in plan, clarifies and strengthens TDM's seat at the table
Support Transportation Management and Operations	Real Time traveler information program, O&M eligibility clarified,
Invest in innovation	Safe Route to School, TCSP, Non-motorized transportation pilot program, HOV facilities, value pricing and tolling

- ### Work left to do.....
- CMAQ Guidance
 - HOV-HOT lane guidance
 - Planning Guidance
 - Much much more.....

- ### Questions & Answers
- Ask questions of panel
 - Phone hit *8
 - Submit via "Ask a Question" box
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SAFETEA-LU Highlights

<http://www.fhwa.dot.gov/safetealu/summary.htm>
http://www.fta.dot.gov/whats_new/14786_17003_ENG_HTML.htm

The following slides will cycle automatically during the Q&A Session

For Your Information

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Other Resources

- Summary of SAFETEA
 - <http://www.fhwa.dot.gov/safetealu/summary.htm>
- CMAQ
 - <http://www.fhwa.dot.gov/environment/cmaqpgs/>

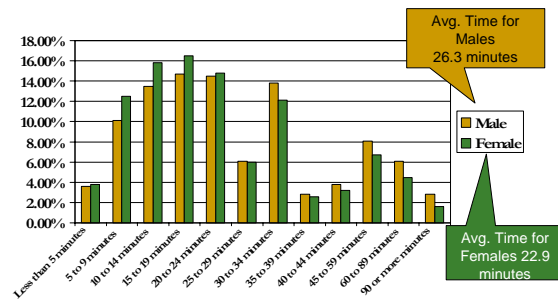
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- Planning
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 - <http://www.ampo.org>

Commuting Information

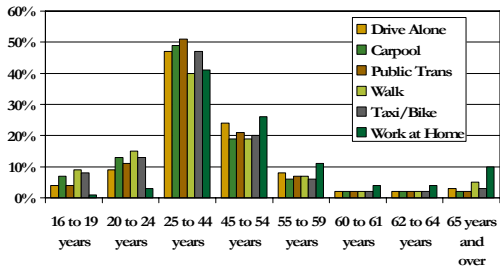
From the US Census' 2004 American
Community Survey

Travel Time to Work by Gender



Source: US Census, 2004 American Community Survey

Mode by Worker's Age



Source: US Census, 2004 American Community Survey

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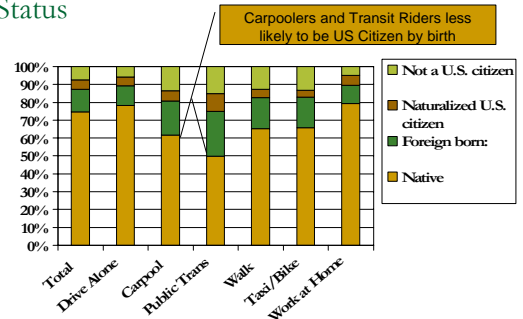
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Median Age By Means Of Transportation To Work

Total:	40.9
Car, truck, or van - drove alone	41.2
Car, truck, or van - carpoled	37.1
Public transportation (excluding taxicab)	38.9
Walked	37.9
Taxicab, motorcycle, bicycle, or other means	37.1
Worked at home	46.5

Source: US Census, 2004 American Community Survey

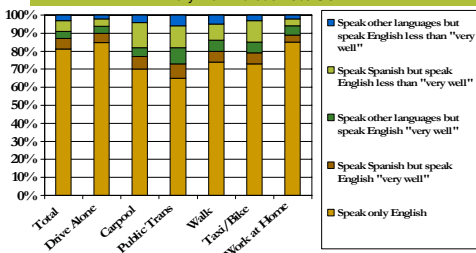
Means of Transportation by Citizenship Status



Source: US Census, 2004 American Community Survey

Means Of Transportation To Work By Language Spoken At Home And Ability To Speak English

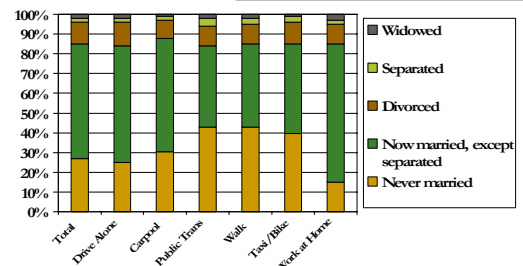
About 20% carpoolers and transit riders speak English LESS than "very well" versus 10% SOV



Source: US Census, 2004 American Community Survey

Means Of Transportation To Work By Marital Status

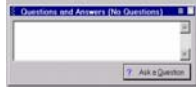
Higher share of "Never married" use alternatives to driving



Source: US Census, 2004 American Community Survey

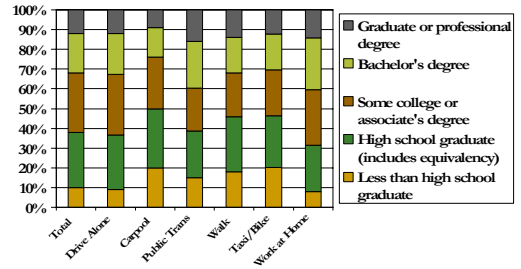
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Means Of Transportation To Work By Educational Attainment



Source: US Census, 2004 American Community Survey

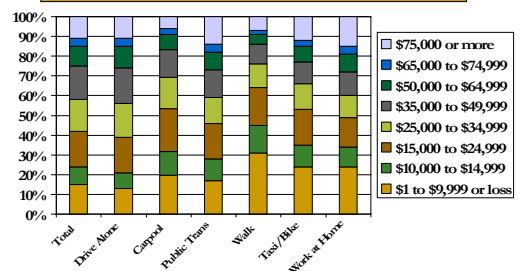
Median Earnings In The Past 12 Months (2004 Inflation-adjusted Dollars) By Means Of Transportation To Work

Total:	\$	29,779
Car, truck, or van - drove alone	\$	31,077
Car, truck, or van - carpooled	\$	22,411
Public transportation (excluding taxicab)	\$	27,424
Walked	\$	16,865
Taxicab, motorcycle, bicycle, or other means	\$	22,388
Worked at home	\$	25,407

Source: US Census, 2004 American Community Survey

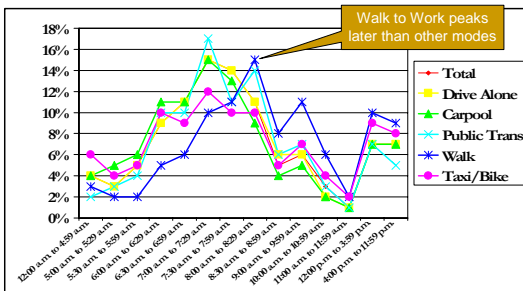
Means Of Transportation To Work By Workers' Earnings In The Past 12 Months (In 2004 Inflation-adjusted Dollars)

Nearly 25% of People who Work at Home made less than \$10k



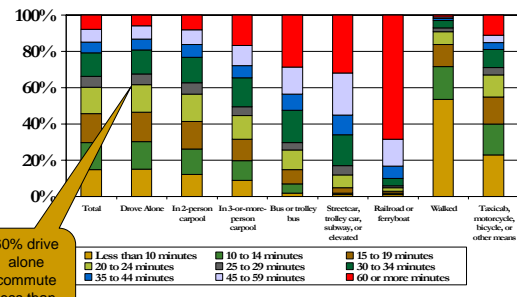
Source: US Census, 2004 American Community Survey

Means Of Transportation To Work By Time Leaving Home To Go To Work



Source: US Census, 2004 American Community Survey

Means Of Transportation To Work By Travel Time To Work



Source: US Census, 2004 American Community Survey

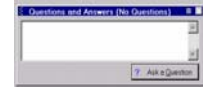
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