



COLORADO

Department of Transportation

Office of Policy and Government Relations

4201 East Arkansas Avenue, Room 275
Denver, CO 80222-3406

DATE: June 9, 2014
TO: STAC
FROM: Kurt Morrison, Office of Policy & Government Relations
RE: MAP-21 Reauthorization – Principles

Action Needed

No action needed. Memo is for STAC discussion and questions.

MAP-21 Reauthorization

The current federal transportation bill – Moving Ahead for Progress in the 21st Century Act (MAP-21) – is set to expire on September 30, 2014. This summer, Congress begins the process of crafting new legislation to replace MAP-21 and reauthorize federal transportation programs for future years. The Colorado congressional delegation, on this and past transportation bills, asked that the state provide a priority list of legislative points of most importance to Colorado. In response, CDOT will provide to the delegation a list of requested priorities for consideration for the new transportation bill. This memorandum summarizes those policy priorities.

The Office of Policy & Government Relations solicited reauthorization needs and requests both internally and from our stakeholder partners in the state, including CASTA, RTD, CCA, ACEC, MOVE Colorado, Bicycle Colorado, Colorado Railroad Passenger Association, MPOs, CML, CCI, and motor carrier and freight industry groups. Furthermore, OPGR has been an active participant in the AASHTO Reauthorization Steering Committee. Table 1 summarizes priorities recommended for approval and communication to Congress.

PRIIA Reauthorization

There is also the possibility that Congress reauthorizes the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). This bill sets national rail priorities, and, specifically, authorizes funding for the National Passenger Railroad Corporation, also referred to as Amtrak. Priorities for the PRIIA are summarized in Table 2.



Table 1
Recommendations for MAP-21 Reauthorization
Colorado Policy Priorities

Principle	Justification/Description
General Policy Principles	
Provide a long-term reauthorization	Allows for state DOTs to provide greater responsiveness in implementing the law and more continuity for staff to become educated on and in implementing MAP-21 programs
Ensure continuity of programs	Continues the existing MAP-21 programs in a substantially similar, or identical, role; thereby providing adequate time to continue work already underway to implement MAP-21 requirements and measures
Title: Federal-aid Highways	
Continue federal highway and transit spending at current levels at minimum, and retain existing program formula shares	Ensures continuity of state DOT projects and guarantees that, at minimum, existing funds will remain flat
Examine new revenue options (i.e. vehicle miles traveled, sales tax, etc.) and prevent language curbing or prohibiting such studies	Encourages (or does not prohibit) states and the federal government to investigate future revenue sources as the gas tax continues to decline as a revenue source for transportation infrastructure projects and maintenance
Allowing private development in federal aid highway right-of-ways/utilizing Performance-based P3s for rest areas	Permits state DOTs to tap a new source of revenue by leasing highway right-of-way to allow motorist service businesses and other private enterprises to locate at closer proximity to public roadways
Provide increased alternative funding options (i.e. TIFIA) and additional flexibility for Performance-based P3 opportunities, including tolling	Authorizes state DOTs to tap new or expanded sources of financing, thereby accelerating more projects
Continue current prohibition on earmarks	Allows for states to have greater flexibility in the use of federal funds and ensures more reliable funding for the states
Maintaining MPO classification for smaller MPOs under 200,000 in population	During consideration of MAP-21, the House version sought to eliminate MPOs under 500,000 in population, this would have eliminated over half of all MPOs nationwide including Grand Valley and Pueblo
Non-motorized safety performance goals	Establishes a new performance goal requiring state DOTs to track both motorized and non-motorized fatalities and serious injuries (current law does not differentiate between motorized and non-motorized data recorded)
Title: Public Transportation/Transit	
Maintain New Starts program and provide robust funding	Protects the New Starts program, since, as a General Fund program, it may be targeted for savings; the program is essential for successful implementation of the RTD Eagle project and future FasTracks projects, as well as other agencies' projects around the state
Change New Starts program definition of "BRT" and revert to original SAFETEA-LU definition	Allows transit agencies in Colorado to compete for New Starts funds, makes a broader set of potential future BRT corridors within the Denver region potentially eligible for New Starts funding
Restore capital funding for transit to pre-MAP-21 levels.	Before MAP-21, the state's small urban and rural agencies lost about \$8 million to \$9 million per year. The old program was discretionary and Colorado did well. MAP 21 eliminated the \$980 million competitive Bus and Bus Facilities program moving \$423 million to a formula Bus program (Section 5339) and \$557 million to a Rail State of Good Repair program (Section 5337). The net loss to bus capital funding under MAP 21 was \$557M or 57 percent

Table 2
Recommendations for PRIIA Reauthorization
Colorado Policy Priorities

Principle	Justification/Description
General Policy Principles	
Retain existing Amtrak service routes	Prevents Amtrak service erosion or elimination of lines such as the Southwest Chief or California Zephyr, both of which provide Colorado service

If you have questions or require additional information, please contact Kurt Morrison at (303) 757-9703 or kurtis.morrison@state.co.us.