



Colorado Department Of Transportation



Status of Federal Surface Transportation Re-Authorization

- House of Representatives
 - Chairman Mica Re-Authorization Proposal released 7/7/2011
 - This is not a bill but a proposal
 - Missing many key aspects bill language would provide to more fully develop the impacts to Colorado, however the analysis (graph attached) will be a best case scenario for funding (assumes minimum guarantee at 92.5%)
 - This is a Majority Party proposal; Minority Party opposes this proposal
 - \$230 Billion over a 6 Year Bill
 - Significant reduction in federal funding as compared to current law (SAFETEA-LU – passed in 2005 – was \$286.4 billion)
- United States Senate
 - Chairwoman Boxer Re-Authorization Proposal released 7/19/11
 - This is not a bill but a proposal
 - Missing many key aspects bill language would provide to more fully develop the impacts to Colorado, however the analysis (graph attached) will be a best case scenario for funding (assumes minimum guarantee at 92.5%)
 - This appears to be a more bi-partisan proposal as the Chairwoman and the Ranking Member of the Environment and Public Works Committee are willing to do joint press statements and events (however they are a long way away from a final proposal)
 - \$110 Billion over a 2 Year Bill
 - Would maintain SAFETEA-LU expenditure rates
 - Significantly higher federal funds for Colorado over the 2 year period
 - At the end of the 2 year period, the Highway Trust Fund would be in a negative position (already assumes \$8 billion in additional revenue over the 2 year period)
 - At the end of the 2 year period, Transit Trust Fund would be at a zero balance
- House vs. Senate Colorado Budget Chart
 - **Graph (attached)**
- More Detail of Each Proposal on the Following Pages



Colorado Department Of Transportation



Status in House of Representatives

- **A New Direction – House Committee on Transportation and Infrastructure**
 - Proposal Written By
 - Chairman Mica
 - Sub-Committee Chairman Duncan, Jr. (Highways and Transit)
 - Sub-Committee Chairman LoBiondo (Coast Guard and Maritime)
 - Sub-Committee Chairman Shuster (Railroads, Pipelines and Hazardous Materials)
 - Sub-Committee Chairman Gibbs (Water Resources and Environment)
 - **Proposal Highlights**
 - **Funding Level**
 - \$230 Billion over a 6 Year Bill
 - Significant reduction in federal funding as compared to current law (SAFETEA-LU – passed in 2005 – was \$286.4 billion)
 - **Leveraging Federal Funds**
 - TIFIA
 - Dedicates \$6 billion to TIFIA (massive increase) which should be able to leverage \$60 billion in low interest loans to fund \$120 billion in transportation projects
 - Tolling
 - New capacity on all Interstate Highways will be allowed
 - States will have greater flexibility to toll non-Interstate highways
 - Infrastructure Banks
 - Does not fund a National Infrastructure Bank
 - States will receive a specific amount of funds that can only be used to fund State Infrastructure Banks
 - CDOT will not support this mandate and would like to see the language changed by removing the funding mandate
 - Rail Rehabilitation and Improvement Financing (RRIF)
 - Should improve this program by creating a faster and more predictable application process and allows more flexibility in loan terms
 - Makes High Speed Rail projects eligible for RRIF loans
 - **Streamlining Project Delivery**
 - **Environmental Reviews**
 - Condenses the final EIS and combines it with the ROD
 - Provides a single system for review decisions and requires concurrent reviews and deadlines for approvals
 - Classifies projects inside the existing right-of-way as Categorical Exclusion
 - **Pre-Construction Activities**
 - Allows for acquisition of land during NEPA (where the transaction does not cause a change in the area's land use or adverse environmental effects)
 - Encourages corridor preservation to reduce project costs, delays, and impacts on communities

- Allows detailed design prior to NEPA completion at state expense, (making such work eligible for federal reimbursement only if the project is subsequently approved)
 - **Integrated Planning and Programmatic Approaches**
 - Builds upon sect. 6001 and allows environmental decisions made in the planning process to be carried forward into NEPA
 - Clarifies authority for programmatic approaches (rather than project-by-project reviews)
- **Program Reform**
 - Proposal consolidates approximately 70 of the 100 current federal surface transportation programs
 - Examples
 - Combines Indian Reservation Roads Program with Transit on Indian Reservations Program to create a consolidated Tribal Transportation Program
 - Identifies programs that are not in the federal interest and eliminates them such as:
 - National Historic Covered Bridge Preservation Program
 - Non-motorized Transportation Pilot Program
 - State Flexibility
 - States will maintain the opportunity to fund the broad range of eligible projects under the current Surface Transportation and CMAQ programs, but will not be required to spend a specific amount of funding on specific types of projects
 - More than 90 percent of Federal Highway Program funding will be distributed through formula programs to State DOTs
 - This does not mean minimum guarantee remains rather that large discretionary programs are not possible under this bill
 - Performance Measures and Transparency Requirements will be included to hold States accountable for which projects and programs they choose to fund
 - Focus on National Highway System
 - New Federal Program focuses primarily on the NHS
 - 50% of funding will be directed to funding the NHS
- **Transit Programs**
 - General Fund monies reduced (details not provided)
 - Currently approximately \$2 billion / year for transit capital expenditures are paid for by the General Fund
 - Removes barriers that prevents the private sector from offering public transportation services
 - Provides incentives to vanpools and intercity and charter operators be given reasonable access to federally funded transit facilities
 - Encourages and rewards public-private partnerships when building new rail transit systems
- **Transit Formula Programs**
 - Repeals discretionary programs that are unpredictable and not transparent
 - Focuses available funding on formula programs
 - Increases the percentage of available formula funds for transit programs that benefit suburban and rural areas and programs that support elderly, disabled, and transit-dependent



Colorado Department Of Transportation



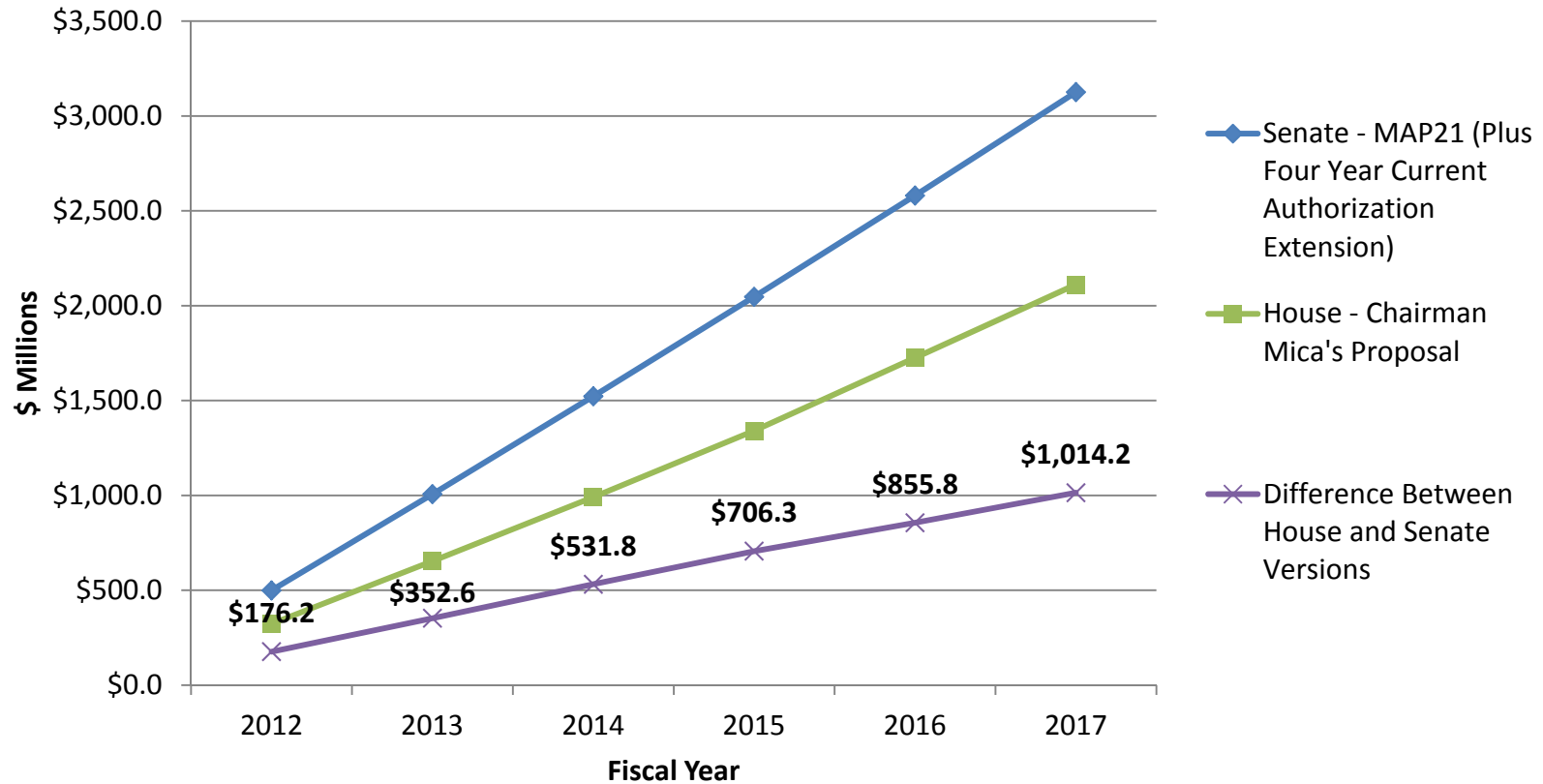
Status in the US Senate

- **Moving Ahead for Progress in the 21st Century (MAP -21)**
 - **Proposal Highlights**
 - **Funding Level**
 - \$110 Billion over a 2 Year Bill
 - Maintains current SAFETEA-LU Expenditures
 - **Program Consolidation**
 - Consolidates 87 SAFETEA-LU programs to less than 30
 - **Core Programs**
 - National Highway Performance Program
 - Consolidates Interstate Maintenance, National Highway System and part of the Federal Bridge Program into a single program
 - Provides increased flexibility in the use of funds so long as performance measures report the 'core' system is being maintained
 - Transportation Mobility Program
 - Consolidates existing programs to provide flexibility
 - Provides for the sub-allocation of some funds to metropolitan areas and other areas based on population
 - National Freight Program
 - Provides formula funds to States for projects to improve movement of freight on highways, including freight intermodal connectors
 - Congestion Mitigation and Air Quality Improvement Program
 - Provides funds to States for projects and programs in air quality nonattainment (ozone, carbon monoxide, particulate matter)
 - **America Fast Forward**
 - **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
 - Increase funding from \$122 million per year (current) to \$1 billion per year
 - Increases maximum share of project cost from 33% to 49%
 - TIFIA loans to be used to support program of projects and will allow for upfront commitments of future TIFIA program dollars through the use of master credit agreements

- \$100 million per year set aside for projects in smaller cities and rural areas under lower interest rates
- **Performance**
 - MAP-21 focuses the highway program on key outcomes, such as reducing fatalities, improving bridges, fixing roads, and reducing congestion
 - States will set their own targets for improving safety, road and bridge condition, congestion, and freight movement
- **Accelerated Project Delivery**
 - Includes provisions designed to reduce project delivery time and cost while protecting the environment
 - Expanding innovative contracting methods
 - Dispute resolution procedures
 - Early right-of-way acquisitions
 - Reducing bureaucratic hurdles for projects
 - Encourages early coordination between relevant agencies
- **Planning**
 - Improves the Statewide and metropolitan planning process to incorporate a more comprehensive performance-based approach
 - Utilizes performance targets to direct limited resources on projects that will most improve the condition and performance of highways and bridges
- **Other Programs**
 - **Federal Lands and Tribal Transportation Program**
 - Provides funding for a consolidated federal lands and Tribal Lands program
 - Federal Lands
 - Tribal Reservations
 - Roads that provide access to Federal Lands
 - Agencies that can receive funding
 - National Park Service
 - Forest Service
 - Bureau of Indian Affairs
 - Bureau of Land Management
 - Army Corp of Engineers
 - Fish and Wildlife Service
 - **Research and Education**
 - Funds research and development
 - Streamlines existing research programs to focus on key national research areas

House vs. Senate Reauthorization

Cumulative Apportionments to Colorado



House vs. Senate Reauthorization

Apportionments to Colorado

