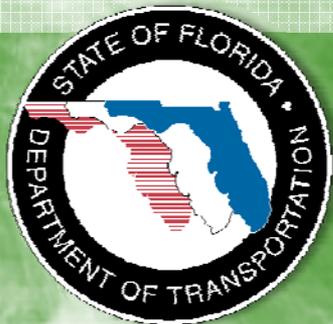


Legislation Affecting Florida Modeling

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photo courtesy of www.scefloridago.com



- Transportation Authorization
- Climate Change
- Mobility Fee (State)



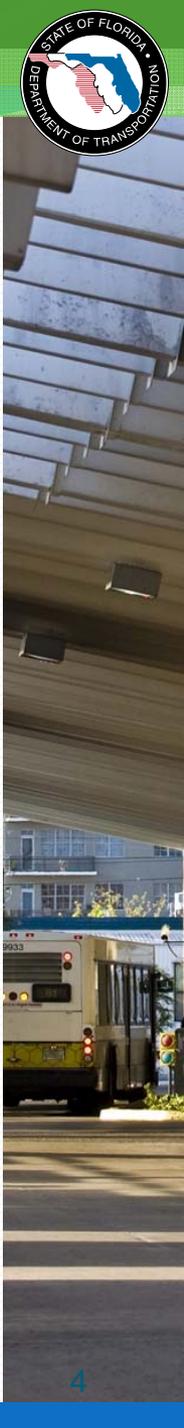


New Federal Legislation - Current Status

- SAFETEA-LU Expired September 30, 2009
 - On 2nd 30/31 day extension (Had 12 before SAFETEA-LU passed)
- Obama Administration seeking 18-month extension, with Policy
- Senate pushing for “clean” 18-month extension
 - Pushing 6-month extension as compromise
- Oberstar – proposed 6-year \$450B bill plus \$50B for High Speed and Intercity Passenger Rail
 - Not supporting 6-month extension
- Latest discussion -- reauthorization as economic stimulus (Maybe front-loaded)

Funding

- Highway Trust Fund is Broke!
 - \$8 Billion shortfall in 2008
 - \$7 Billion shortfall in FY09
 - Will need another \$8-10B for FY10
- Gas Tax not the long-term funding source.
 - Not indexed for inflation
 - Fuel efficiency erodes funding capacity of gas tax
 - \$236 B in revenues projected for next six years
- VMT being explored as a replacement for gas tax





FDOT priorities

- Funding Equity
- Flexibility
- Innovation Financing and Partnerships
- Defining role of State, federal and local/MPOs in delivering federal transportation system



Redefining Role/Purpose of Federal Act

- Not just a highway bill – Looking beyond the Interstate System
- Mode Neutral
 - Freight
 - Transit
 - High Speed/Intercity Rail
- Urban Issues/ “Livability”
 - Metro Mobility (“Blueprint”) plans



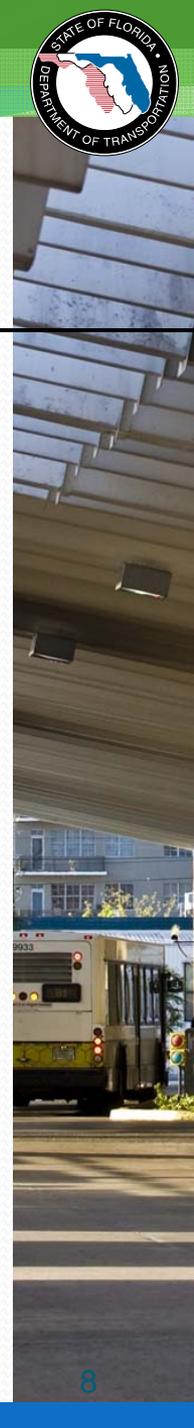
Performance-Based Planning

- Concept:
 - Streamline program structure
 - Accountability through performance measures
 - Greater transparency
- Issues:
 - States need flexibility
 - What will targets be and who will set them?
 - Sufficient, uniform and reliable data
 - Tie to funding? Rewards or Sanctions?
 - Application at project or program level
 - Transition



Obama Administration

- Seeking 18-month extension – “Stage I Reauthorization”
 - Funding for data collection and analysis to support performance measures.
 - Development of guidelines for Regional Access and Mobility Plans and “Livability” Initiative.
- Expected priorities:
 - High Speed and Intercity Passenger Rail
 - Projects of National Significance (ARRA Tiger Grants as model)
 - National Infrastructure Bank



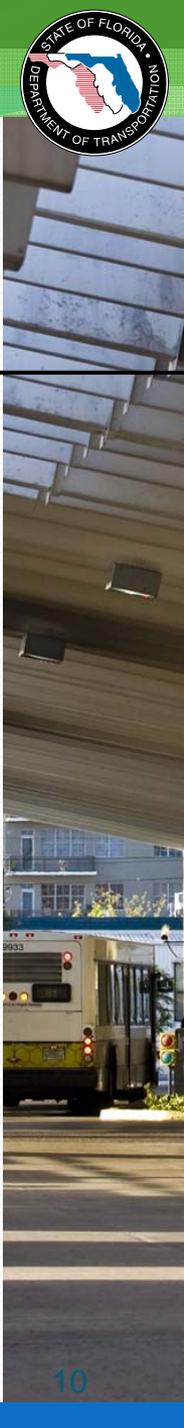
Senate

- S. 1036 -- “Federal Surface Transportation Policy and Planning Act of 2009”
 - Outlines objectives and goals for the national transportation system.
 - VMT reduction (per capita)
 - Reduce fatalities
 - Reduce CO2
 - Reduce transportation delays (per capita)
 - Increase “state of good repair”
 - Increase public transportation – transit/HSR/Intercity rail
 - Increase non-hwy freight
 - Reduce freight and passenger delays at international points of entry
 - Ensure transport of domestic energy supplies
 - Reduce transportation related share of GDP



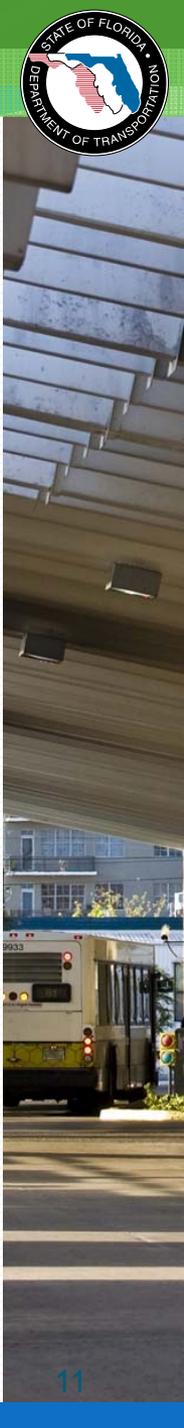
House Bill -- Surface Transportation Authorization Act of 2009

- \$450 Billion over 6 years (additional \$50B for High Speed and Intercity Passenger Rail)
- Cannot assess equity – incomplete program allocations and no formulas
- Focus on system preservation and maintenance
- More federal control over project selection (Discretionary Grants)
- More funding for transit and passenger rail
- Extensive Performance Measures
- National Infrastructure Bank



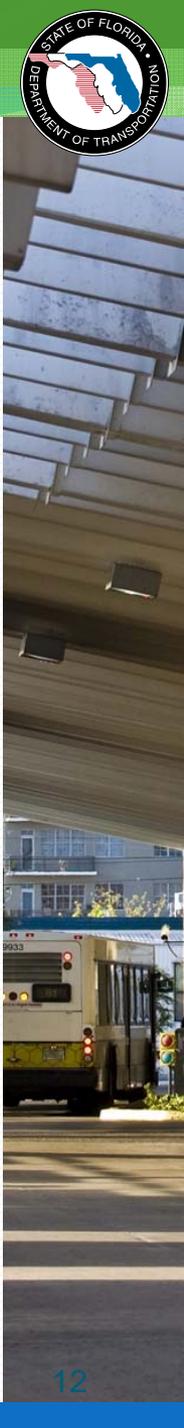
Climate Change/State (2008/09)

- MPOs should:
 - Minimize GHG emissions
 - Consider strategies for integrating transportation/land use planning – sustainable development/reduce GHG
- Requires energy considerations be included in all state, regional and local planning
- Changes to growth management:
 - Energy efficient land use, reducing GHG emissions
 - Transportation concurrency



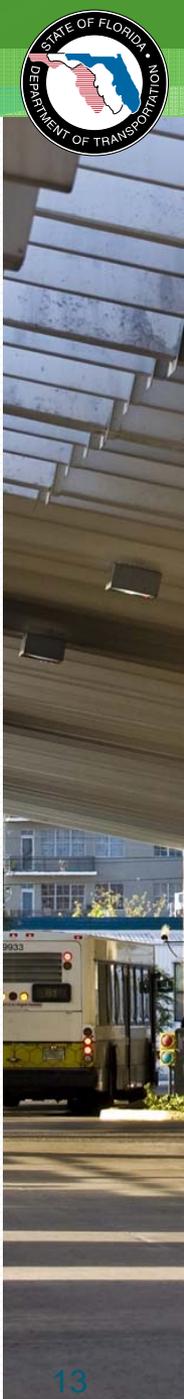
Energy and Climate Change Action Team's recommendations

- Dec. 2010 – amend Florida Transportation Plan to address climate change, reducing GHG emissions, providing modal alternatives
- July 2010 – modify the Efficient Transportation Decision Making process to include climate change considerations
- July 2010 – identify programs funding capacity improvement, add GHG emissions to funding criteria
- FDOT/DEP work with USDOT/EPA to improving modeling tools
- By 2015 – develop plan to seek additional funding to remove freight bottlenecks (e.g. SIS connector routes)
- State, regional & local governments and modal partners: cooperatively identify infrastructure



Climate Change/Federal

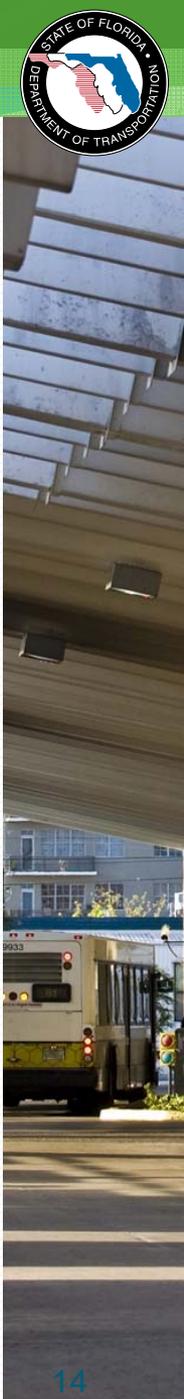
- Overlap of climate and transportation bills
 - Both include changes to transportation planning process
- Climate bill moving faster (so far)
- House – H.R. 2454 (Waxman-Markey) passed, section 222 addresses transportation planning
- Senate – climate change recently introduced



Climate Change/Federal (cont.)

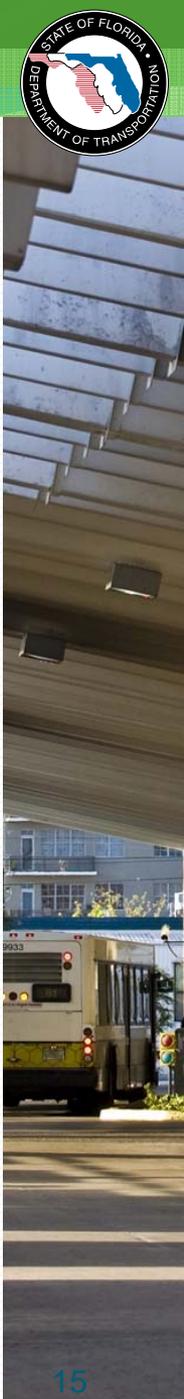
Waxman-Markey (section 222) and House T&I climate provisions virtually identical, key provisions:

- Scope of planning process for state DOTs and MPOs expanded:
 - Sustainability and livability, reduce surface transportation GHG and dependence on foreign oil, adapting to climate change
- State DOTs and TMAs: Planning process must include transportation related GHG reduction targets and strategies
 - Report on progress: sustaining/reducing GHG (transp. related)
 - Include efforts to increase transit ridership and travel by walking, biking and other non-motorized transport
 - Models/methodology: determined by EPA



Climate Change/Federal

- Waxman-Markey key provisions, continued
 - USDOT establishes performance measures, includes:
 - LRTP: reduces surface transportation GHG and energy consumption
 - Additional measures for large MPOs (>1 million), at min. the LRTP developed via assessment of various measures such as:
 - Land use patterns supporting mobility and reduced SOV trips
 - Reducing GHG emissions
 - State DOTs and MPOs establish performance targets and report progress annually



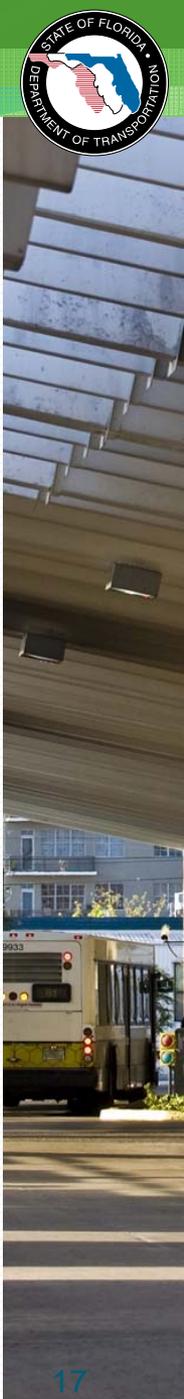
Climate Change/Federal

- Senate Clean Energy Jobs and American Power Act introduced (sections 112 and 113) – similarities to House bills:
 - States and MPOs address GHG emission: planning process, reduction targets and strategies
 - Would require EPA to establish standardized emissions models and methodologies for states and MPOs
- Some differences between House bills
 - Require states/MPOs submit long range plans for review to USDOT and EPA for approval (re: likely achieving targets)
 - Includes transportation grant programs (Transit funding)
 - E.g. grants for developing GHG reduction plans (only MPOs) and implement strategies (states and MPOs)



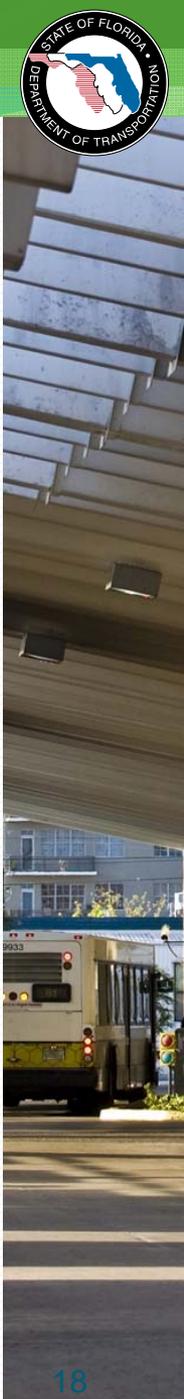
Mobility Fee Study/State

- SB 360 eliminated transportation concurrency requirements for “Dense Urban Land Areas”
- Removed DRI requirements for DULAs
- Directed DCA and FDOT to conduct study and provide joint report report to Legislature by December 1, 2009 that evaluates a Mobility Fee to replace the existing transportation concurrency system



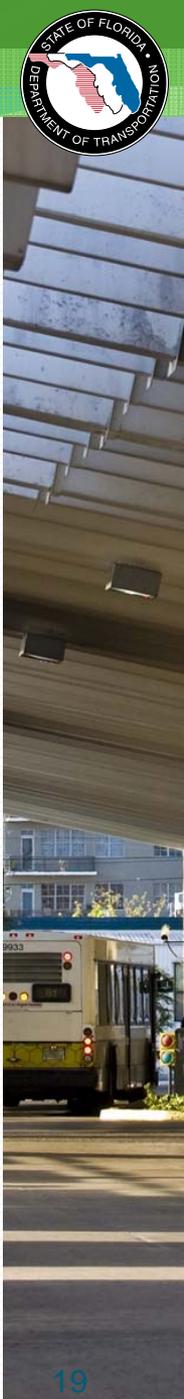
Mobility Fee (Cont.)

- SB 360 – Mobility Fee Should:
 - Provide for mobility
 - Developments mitigate impacts proportional to those impacts
 - Fairly distribute fee
 - Promote compact, mixed-use and energy efficient development



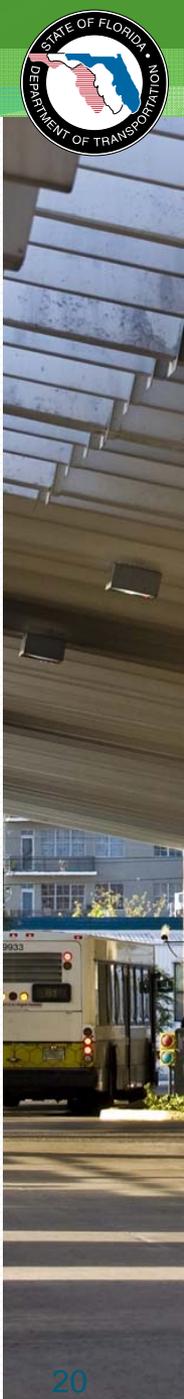
Mobility Fee (Cont.)

- Mobility Fee Needs a Mobility Plan
 - Land use and transportation are closely related
 - Density and transit are linked
 - Serve as cost basis for mobility fee
 - At minimum county-wide
 - Option: regional mobility plan



Mobility Fee (cont.)

- Mobility Fee is not a VMT tax – this is a federal issue being discussed as a long-term replacement for the gas tax.
- Recommended mobility fee will be based off projected VMT generation according to location and type of development.
- Key issues:
 - Governance
 - Role of mobility planning
 - Fee Methodology
 - Implementation timeline



Any Questions?

