

# AMPO

The Association of Metropolitan Planning  
Organizations (AMPO)

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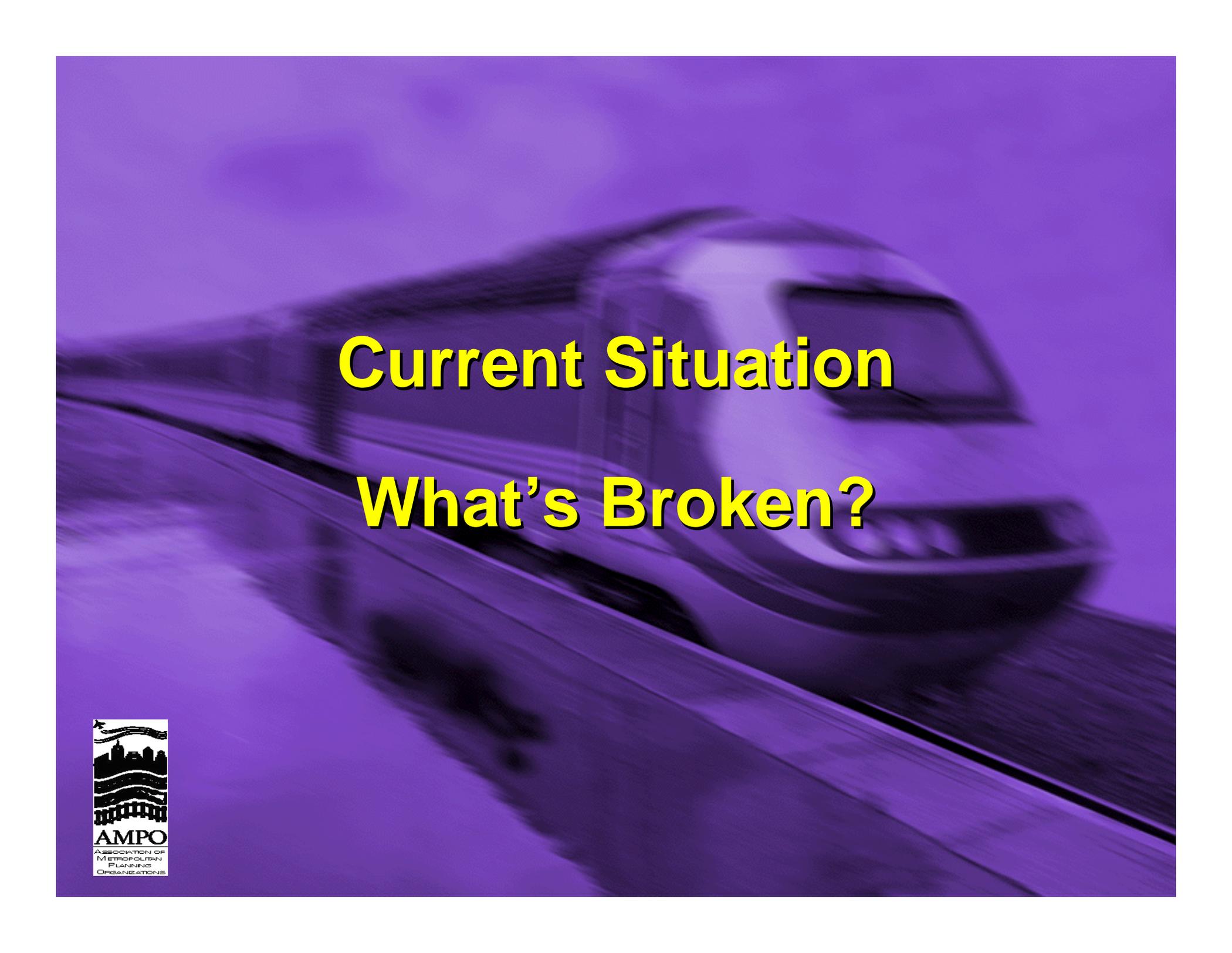
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# TALKING WITH AMPO

- Recent History
- Big Picture Trouble
- Context
- What Lies Ahead
- The Big Urban Picture
- NY Overview
- AMPO Process





**Current Situation**

**What's Broken?**



# Recent History

- **SAFETEA-LU -- 2 Years Late and loaded with earmarks**
- **Increased Funding -- Illusionary & Inadequate (again, earmarks)**
- **Highway Trust Fund -- In Jeopardy**



# Growth of Earmarks

- 1987 Surface Transportation Act -- 152
- 1991 ISTEA -- 538
- 1998 TEA-21 -- 1850
- SAFETEA-LU -- 6371



# Earmarks

- Not new money, taken from program funds at the state level
- Increasing amount of entire program
- Small contributions to large scale projects are eroded by inflation and return bill after bill until complete
- New projects continually added

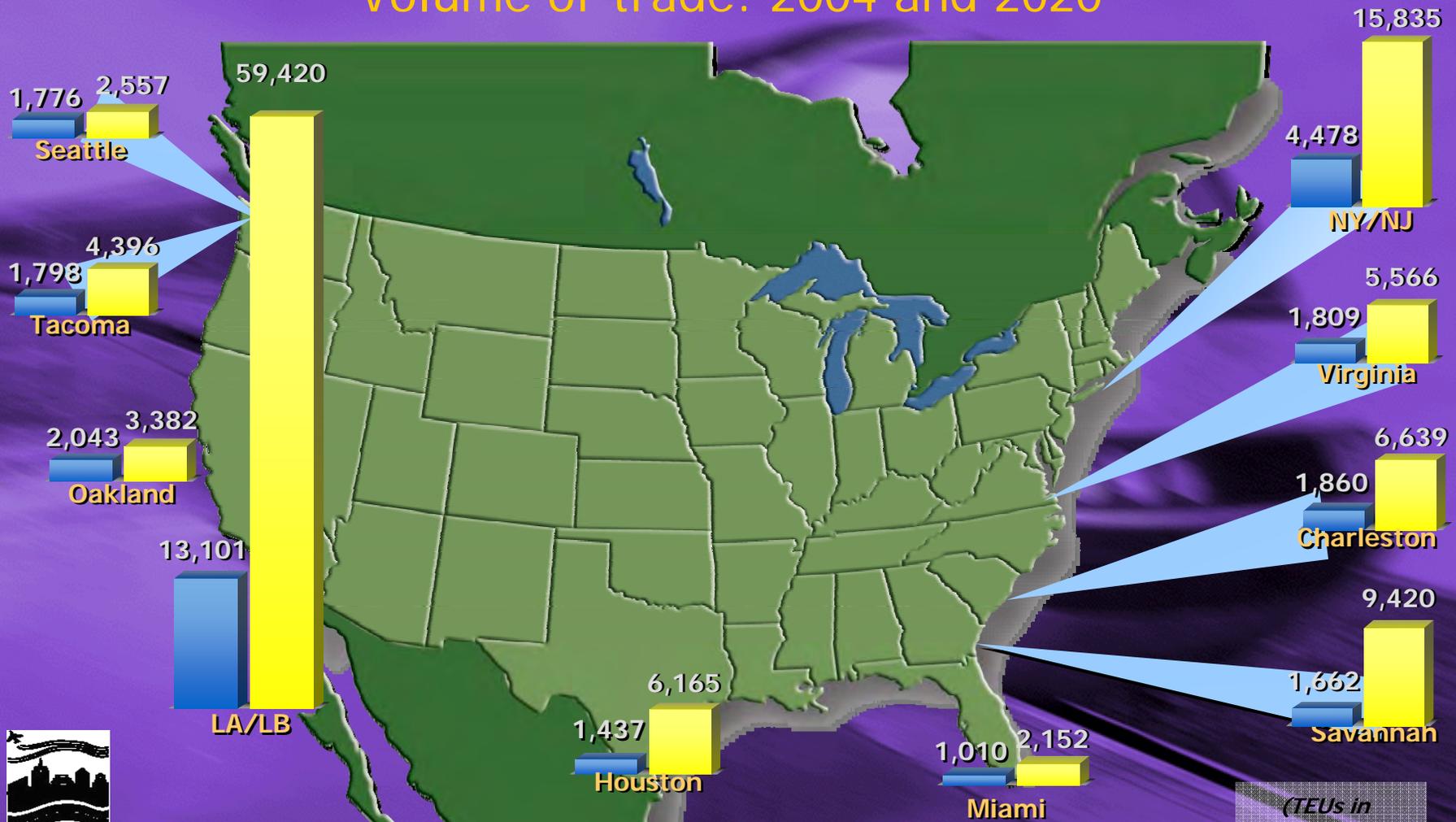


**BIG PICTURE  
PROBLEMS...*many*  
*areas*  
*Freight,*  
*Fuel, Safety, Funding*  
*etc...***



# Dramatic Increase in U.S. Maritime Trade

Volume of trade: 2004 and 2020



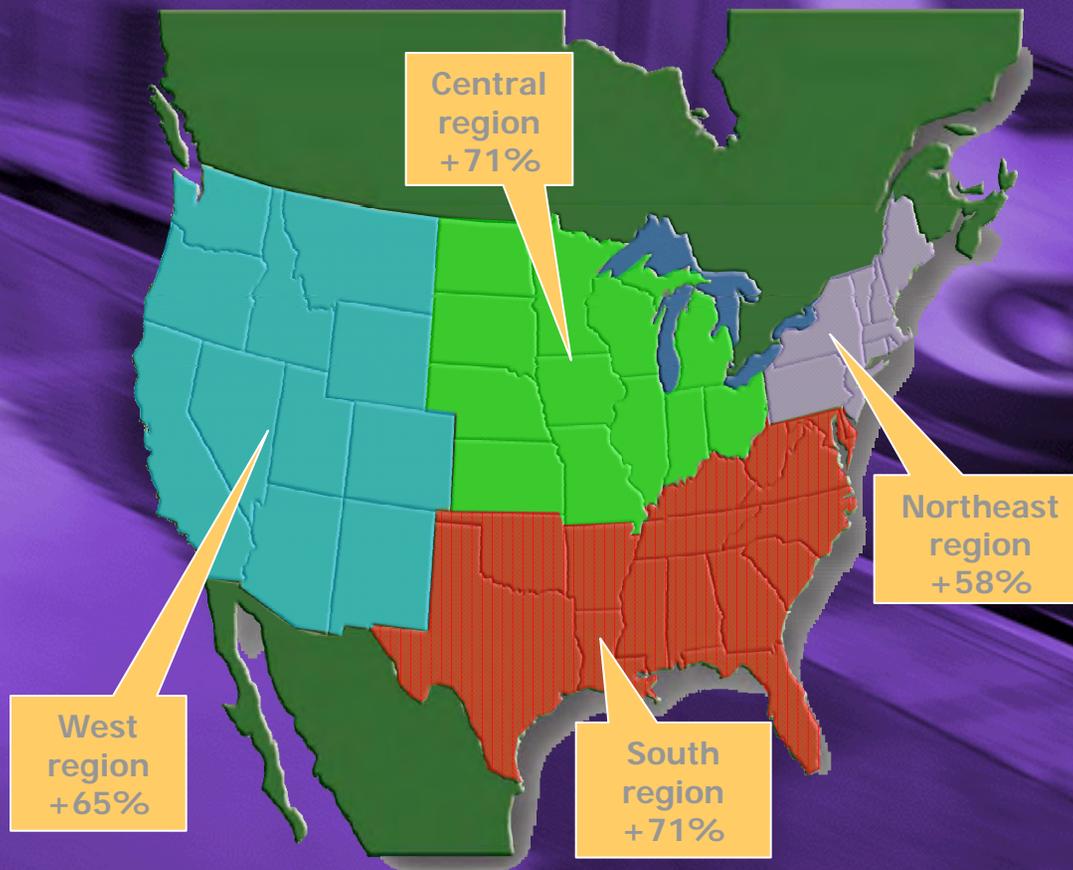
Forecast figures based on 10-year linear regression



Source: U.S. DOT

# More trade means more domestic freight movements...

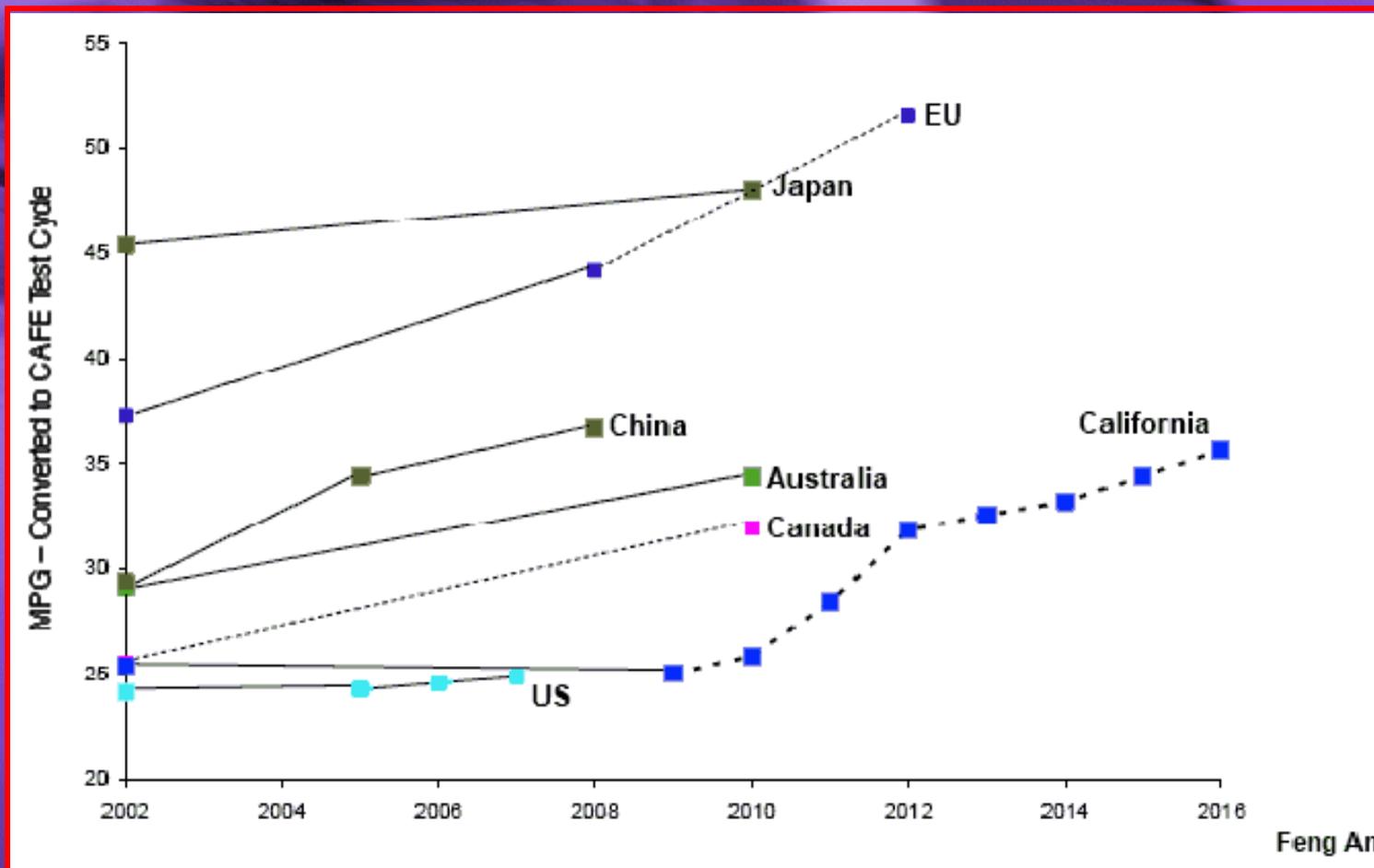
U.S. domestic freight tonnage growth forecast, 2000-2020



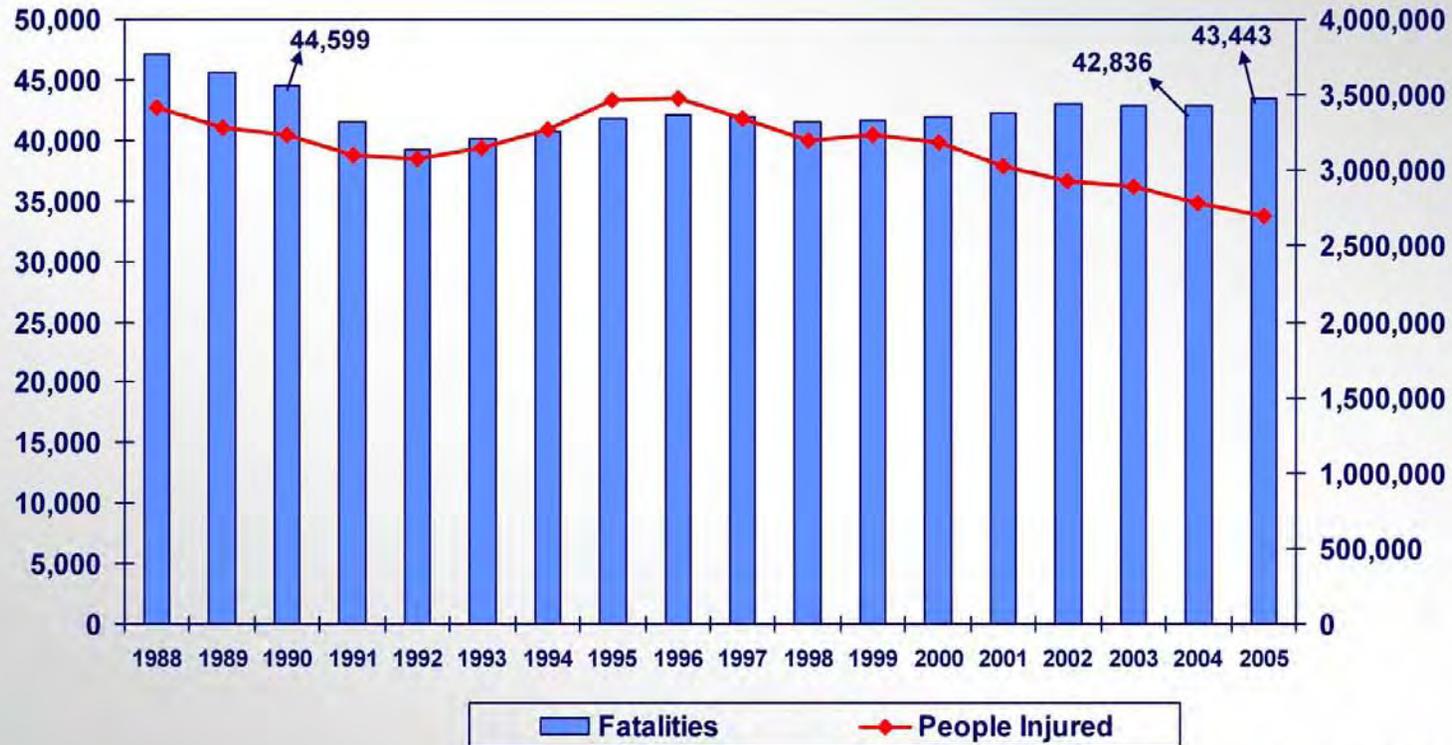
Source: U.S. DOT

# International Fuel Economy Comparison

Comparison of fleet average fuel economy and GHG emission standards for new-sale light-duty vehicles



# People Killed and Injured In Traffic Crashes, by Year



Source: FARS

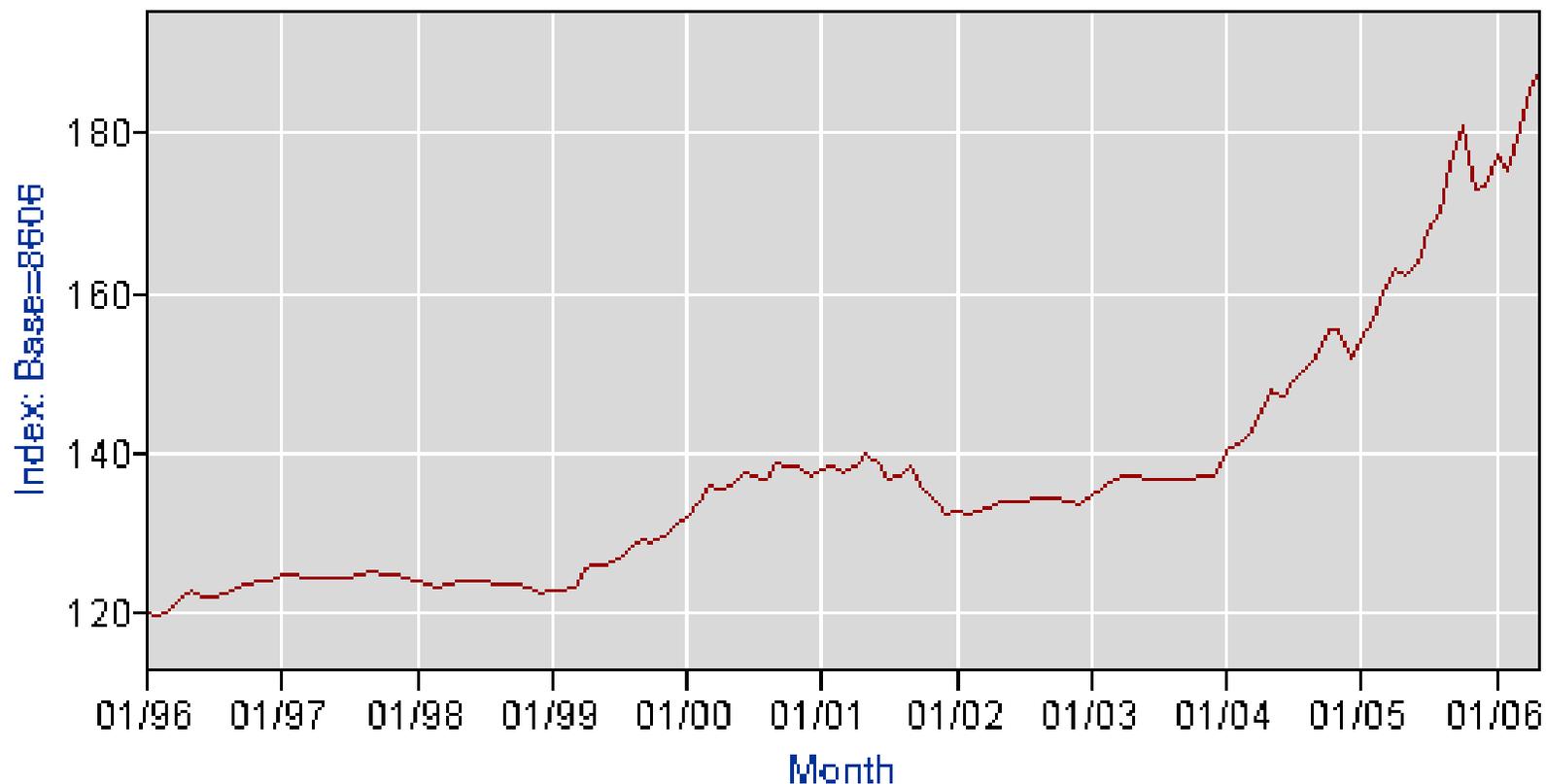
2005 Annual Assessment of Motor Vehicle Crashes

Released August 22, 2006

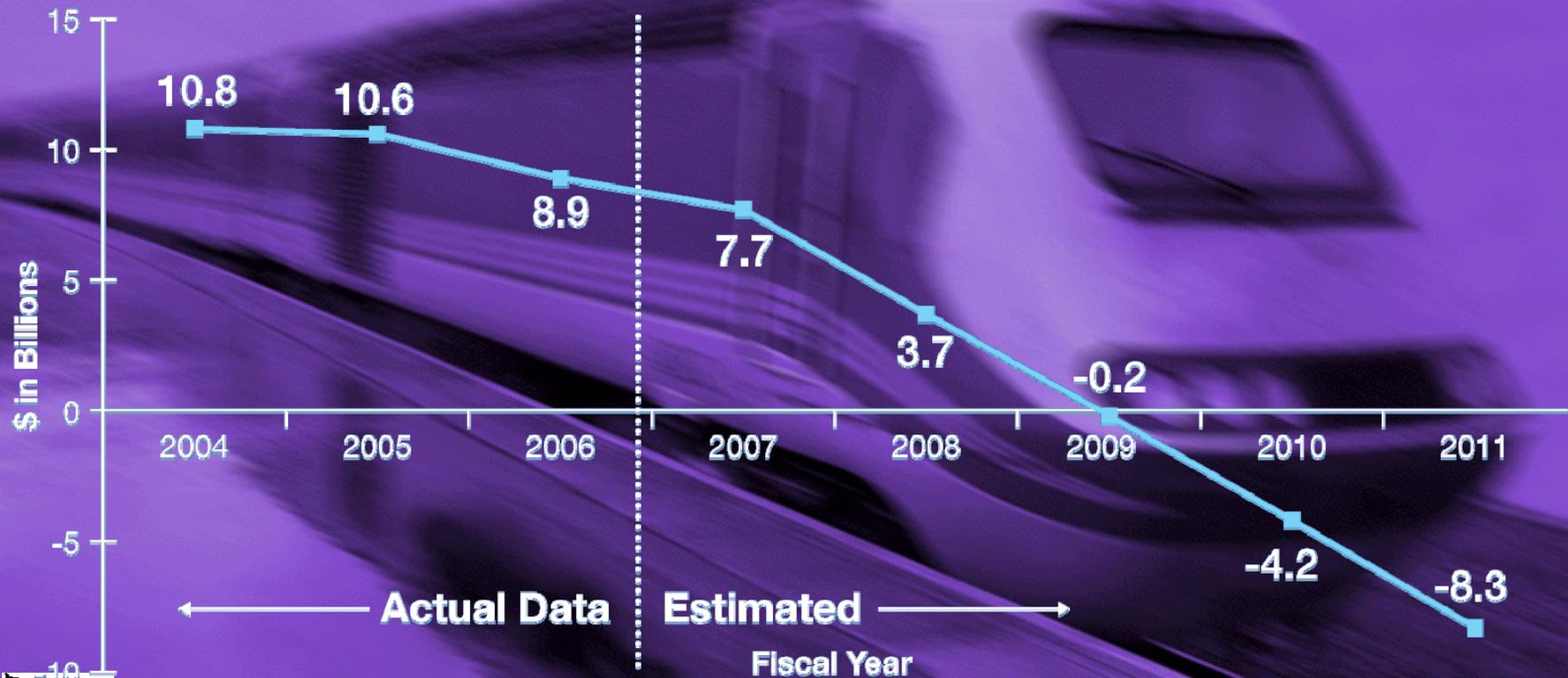
NHTSA's National Center for Statistics & Analysis



# Street and Highway Construction Costs Have Increased Dramatically Over the Past Few Years

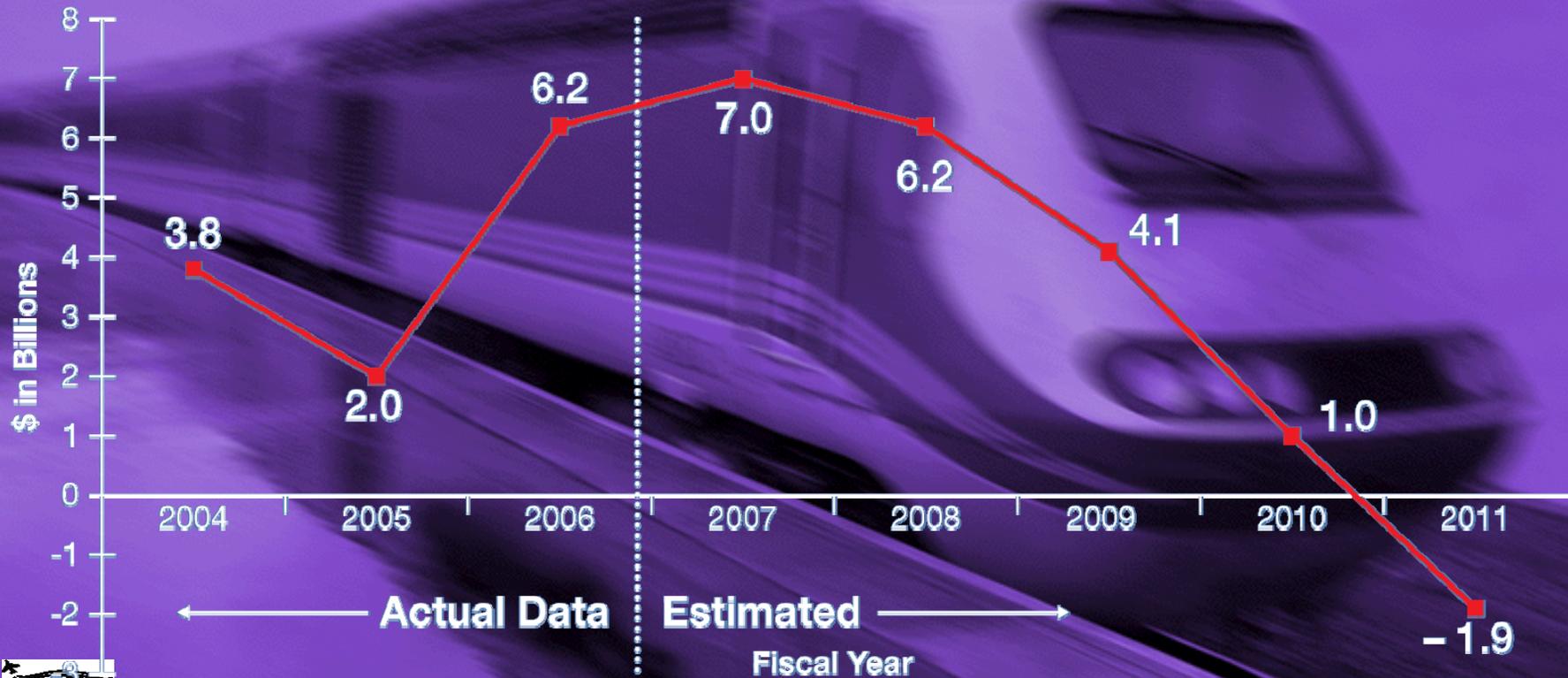


# Highway Account Cash Balance



Source: FY 2008 President's Budget Projections

# Mass Transit Account Cash Balance



Source: FY 2008 President's Budget Projections

# Context for New Direction



# New Strategic Context

- 9/11 and Global War on Terrorism
- Global Economy and Emergence of China and India
- U.S. and Global Oil Production Peaks
- U.S. Oil Imports (some potentially unstable nations)
- The Inconvenient Truth of Global Warming

# The Public is Ready for Change...*depending on how you ask it!*

## Views on the Environment

Would you be willing or not willing to pay higher taxes on gasoline and other fuels if the money was used for research into renewable energy sources like solar and wind?

Willing	Not willing	No opinion
64	33	3

If an increased tax on gasoline would reduce the United States' dependence on foreign oil, would you favor or oppose an increased federal tax on gasoline?

Favor	Oppose	No opinion
64	30	6



Source: The New York Times / CBS News Poll, April 2007

# What Lies Ahead?



# National Surface Transportation Policy and Revenue Study Commission

- Study current condition and future needs of surface transportation system
- Evaluate short-term sources for Highway Trust Fund revenues and long-term alternatives to replace or supplement fuel tax
- Frame policy and funding recommendations for 15-, 30-, and 50-year time horizons
- Report to Congress by January 1, 2008



# Commissioners

Mary Peters Secretary of Transportation – Chairperson

Jack Schenendorf Of Counsel, Covington & Burling – Vice Chair

Frank Busalacchi Wisconsin Secretary of Transportation

Maria Cino Deputy Secretary of Transportation

Rick Geddes Director of Undergraduate Studies, Cornell University

**Steve Heminger Executive Director, Metropolitan Transportation Commission**

Frank McArdle General Contractors Association of New York

Steve Odland Chairman and CEO, Office Depot

Patrick Quinn Chairman, American Trucking Association

Matt Rose CEO, Burlington Northern Santa Fe Railroad

Tom Skancke CEO, The Skancke Company

Paul Weyrich Chairman and CEO, Free Congress Foundation



# Four Scenarios for TEA 4

## 1. RE-TEA -- Reauthorization As Usual

- The Same Only with More Money
- 10¢ gas tax by 2010 to restore purchasing power of SAFETEA-LU
- Build for freight
- Rebuild infrastructure

## 2. POST-TEA -- Fundamental Reform

- Realign the role, structure, authority and funding for feds, states, and metro areas
- Focus on metro areas, where 85% of the nation's population live and 87% of GDPs.
- The largest 20 metro areas are larger than 1/3rd of the states



# Four Scenarios for TEA 4

## 3. Devolution to the States

- Increasing numbers of increasingly ineffective earmarks
- Failure to adequately fund core programs to address metropolitan congestion
- Roll back federal gas tax, privatize, and focus on innovative financing.
- Action moves to state and local governments or, in some areas, to metropolitan regions



# Four Scenarios for TEA 4

4. GREEN TEA -- Energy Independence and Global Warming Issues
  - Priority is “Fix It First”
  - Emphasize transportation projects that reduce greenhouse gases
  - Use as a tool for energy independence
  - Combat pollution (air and water) by fighting sprawl

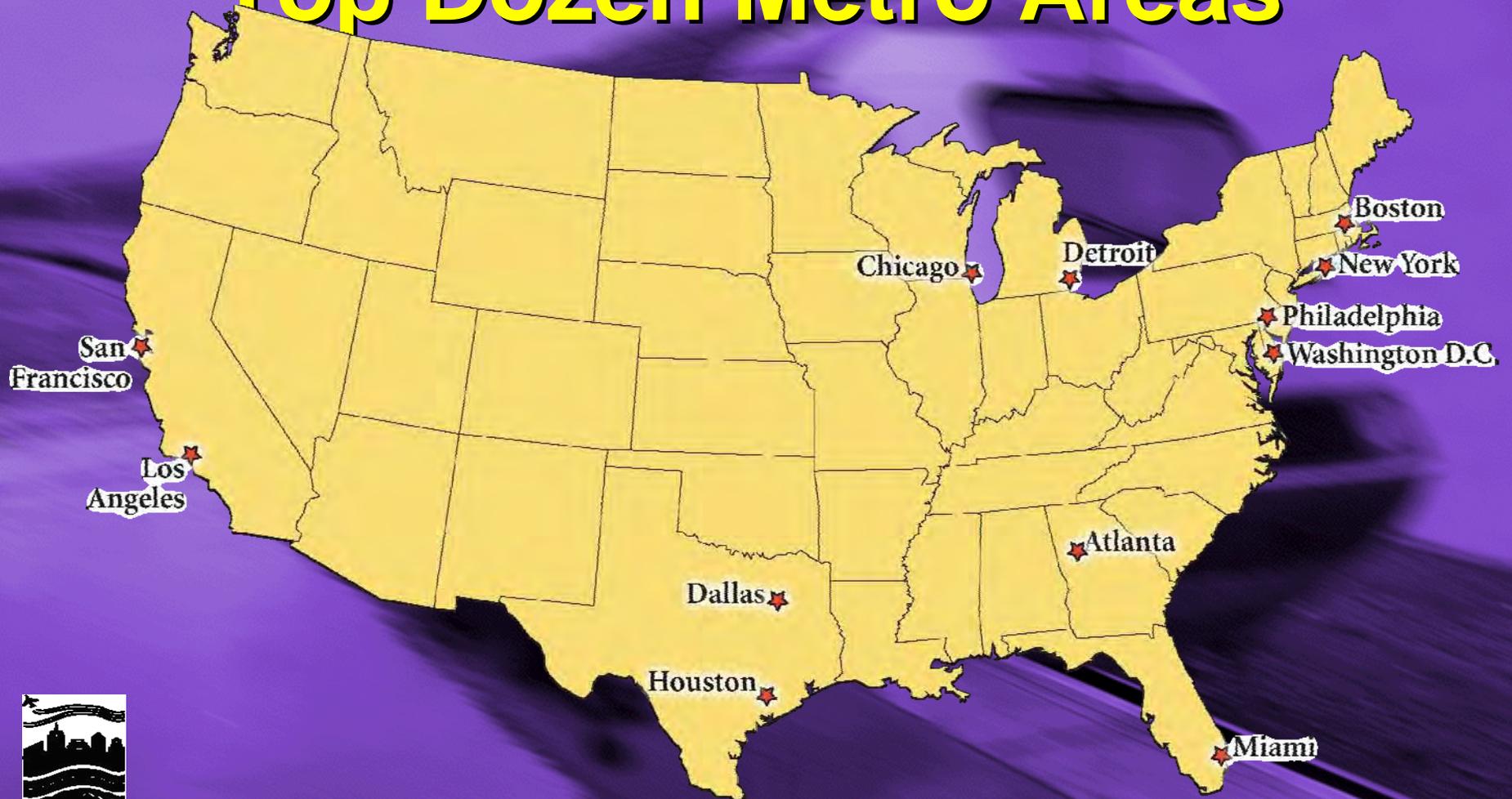


# What Is A Metropolitan Solution? Picking up on POST-TEA:

- **Regional Government**
  - METRO, Portland, OR
- **Regional Governance**
  - Regional Transportation Authority
  - Metropolitan Transportation Authority
  - Regional Mobility Authority



# POST- TEA: Top Dozen Metro Areas



Source: U.S. Census

# POST-TEA: Metros Are Engines of Economic Growth

- Combined GDP of top dozen metro areas exceeds combined economic output of 35 states
- New York metro area ranks 10<sup>th</sup> in the world, with a larger economy than India, South Korea or Mexico
- Los Angeles and Chicago metro areas rank 18<sup>th</sup> and 19<sup>th</sup> — each larger than Belgium, Sweden or Taiwan



Source: U.S. Conference of Mayors

# POST-TEA: Metros Capture Huge Market Share

Top Dozen Metro Areas		
1	Share of U.S. Population	33%
2	Share of Traffic Congestion	70%
3	Share of GDP	39%
4	Share of Transit Ridership	76%
5	Share of Population Exposure to Criteria Pollutants	64%



Sources: U.S. Census, Texas Transportation Institute, U.S. Conference of Mayors, EPA

# What Would Change Mean for New York?

- FY2005 State Funding for Transit: \$2.169 billion
- Transit National Ranking (States): 1st
- FY2005 State Funding for Transit Per Capita: \$112.65
- National Ranking Per Capita (States): 4th
- NY Highway Spending FY99 – 04: \$35.2 billion
- NY Highway Spending Annual Avg: \$5.87 billion
- National Rank – Total Spending: 3 (trailing only CA, TX)
- In November 2005, NY voters approved a statewide ballot measure obligating \$2.9 billion for transportation over 5 years. Approved 55% - 45%. Funding is split evenly between MTA and NY DOT



# What Would Change Mean for New York?

State Revenues for Highway Spending by Type (% of total):

Bond	28.9%
Federal	22.2%
Fuels Tax	18.0%
Tolls	15.8%
Vehicle Tax	9.9%
General Fund	3.3%
Other	1.6%
Payments from Local Gov't.	0.3%

**Are you  
ready to take  
the lead?**



# AMPO's Process



# Big Picture

- Old Days- Take our elected officials to the Hill
- Now-Write a check
- Old Days- Transportation Authorization and Appropriations
- Now-Many moving parts to keep an eye on
- Old Days- Highway Trust Fund was viable
- Now- Funding challenges from all angles to include earmarks and reliable sources
- Lame duck administration will write bill, new administration starts from scratch
- 2008 Elections Critical



# AMPO Process & Let's Hear from you!

- Rounds of surveys to membership to craft policy positions for what's next—will there be at TEA?
- Townhall Meeting at the Annual Conference
- Drafting Team is currently working
- Final positions out by the end of the year



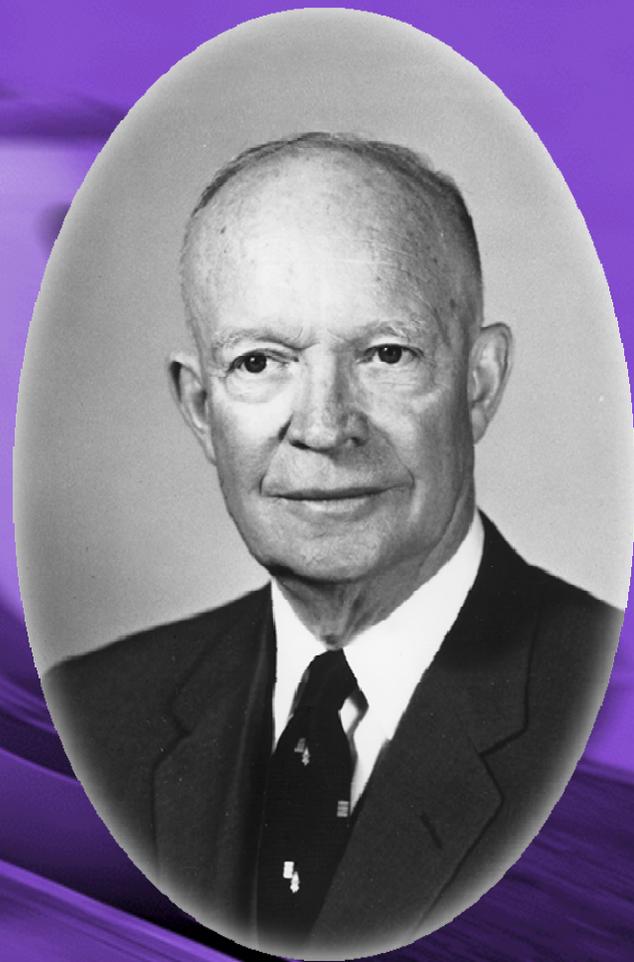
# AMPO Process & Let's Hear from you!

Themes from our Policy Efforts:

- Energy Independence
- Global Competitiveness through Metropolitan Mobility
- Rebuild America



*“Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods... Together the unifying forces of our communication and transportation systems are dynamic elements in the very name we bear — United States. Without them, we would be a mere alliance of many separate parts.”*



— Dwight D. Eisenhower, 1955



# Thanks for the opportunity!

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*AMPO thanks Steve Heminger and Jim McKenzie for contributing to this presentation's content*

