

**NARC**

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# Federal Update

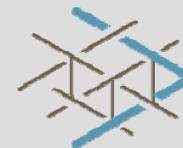
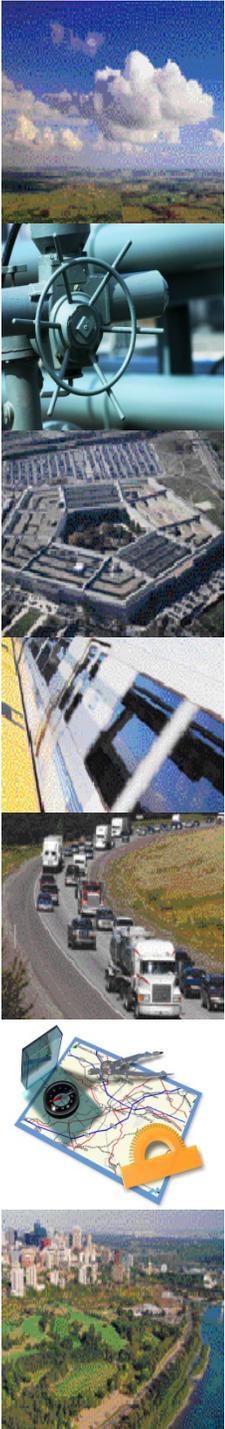
Tampa Bay Regional Planning Council

Presented by:

Fred Abousleman, Executive Director

# Overview

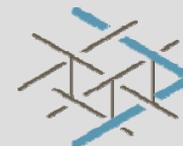
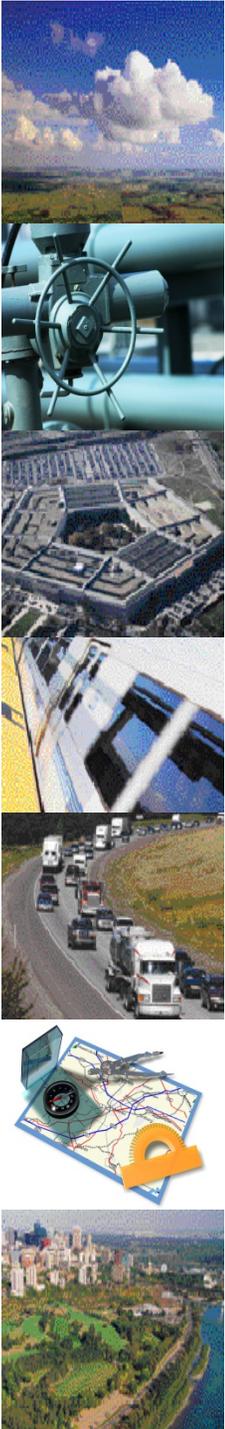
- About NARC
- Surface Transportation Authorization
- RIIzs
- Livability
- Federal Air Quality Changes
- NARC transportation program update
- Questions



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# About NARC

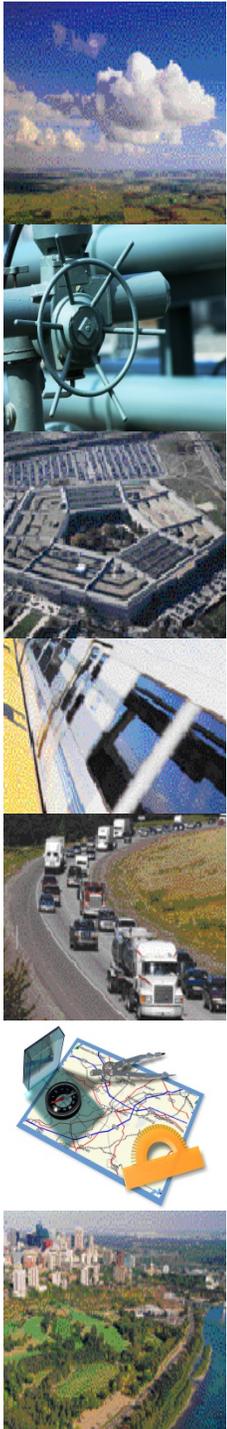
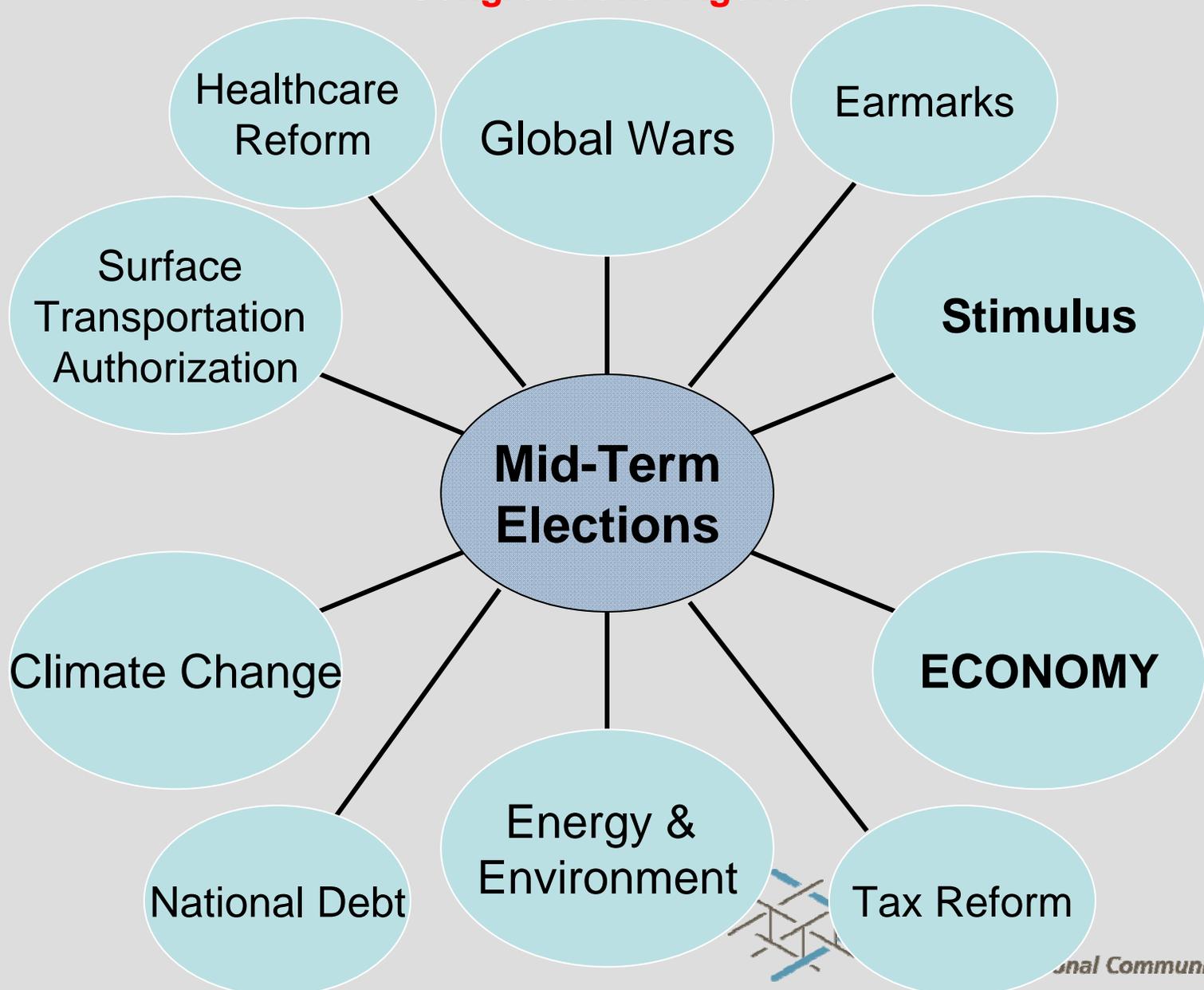
- National non-profit trade organization
- Represents multi-jurisdictional regional planning organizations – large and small, urban and rural
- 240 members representing 97% of the counties and 99% of the U.S. population
- Formed by NACo and NLC
- Governed by local elected officials
- Advised by Executive Directors
- NARC President Hon. Steve Cassano
- Concentrate on four core areas
  - Transportation
  - Economic & Community Development
  - Homeland Security/Public Safety
  - Environment
- Has been successful recently in pushing funding to regions:
  - DOL, Green Infrastructure, DOE, and possible future \$ in Broadband, Food Systems, and Watershed Management
- Proudly represents most of CA COGs and MPOs!



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# Federal Snapshot

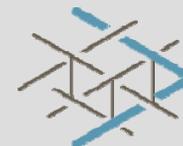
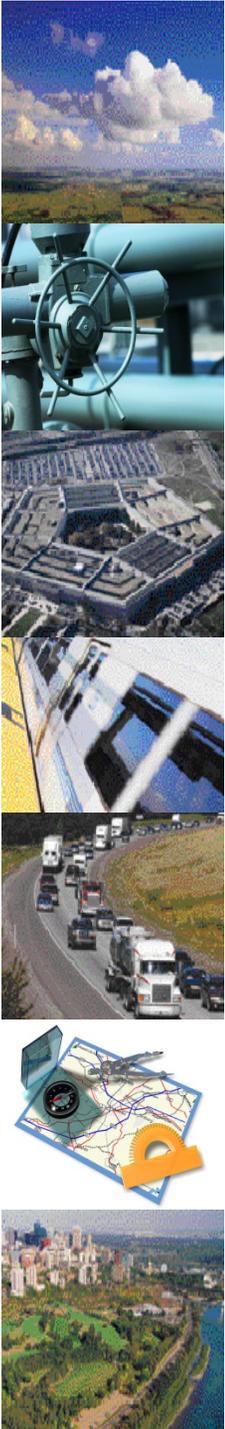
## Congressional Agenda

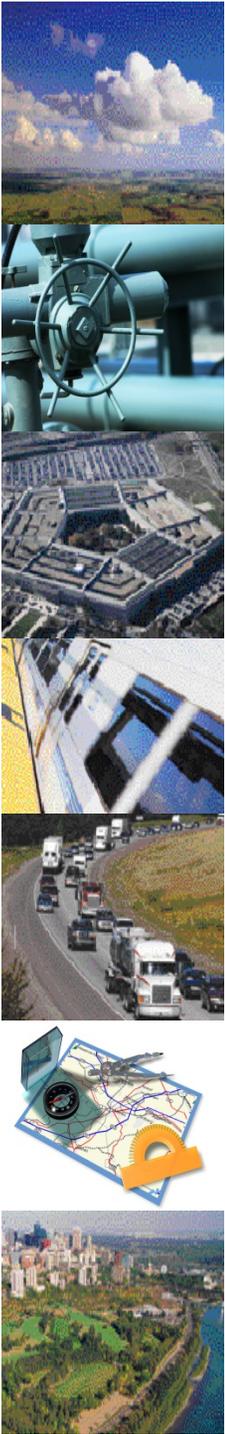


# NARC Legislative Priorities

## Hiring Incentives to Restore Employment, (HIRE) Act

- Authorizes current Surface Transportation program through 12/31/10
- Transfers \$19.5 billion from GF to HTF
  - \$14.7 Highways
  - \$4.8 Transit
- Rescinds SAFETEA-LUs \$8.7 billion rescission
  - Funds highway program at \$42 billion (2009, pre-rescission level)
- Extends the authority for Build America Bonds





# NARC Legislative Priorities

## Federal Aviation Administration (FAA) Authorization

- Complex legislative movement
- Chairman Oberstar attempted to alter distribution of extra FY10 highway funding
  - Started over earmarks (PNRS, Corridors)
  - Not included in final legislation
- Sen. Coburn (R-OK) amendment on Senate bill (not House) to rescind all surface transportation earmarks that are:
  - More than 9 years old
  - Less than 90% obligated
  - Has a chance of passing in this anti-earmark climate

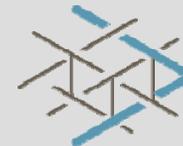
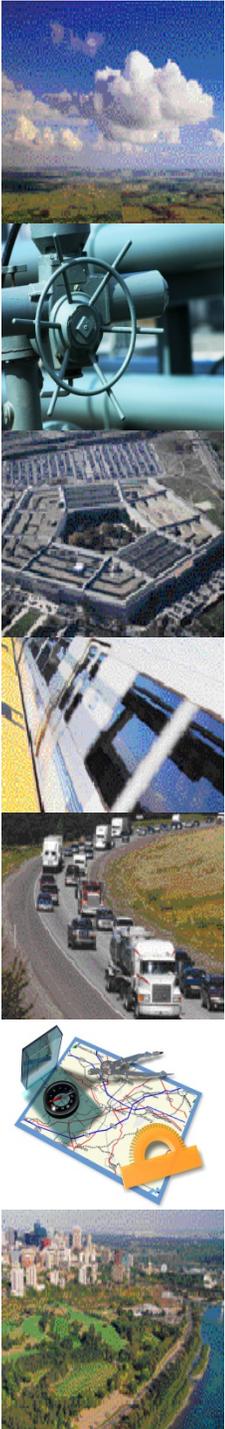


# NARC Legislative Priorities

## Surface Transportation Authorization

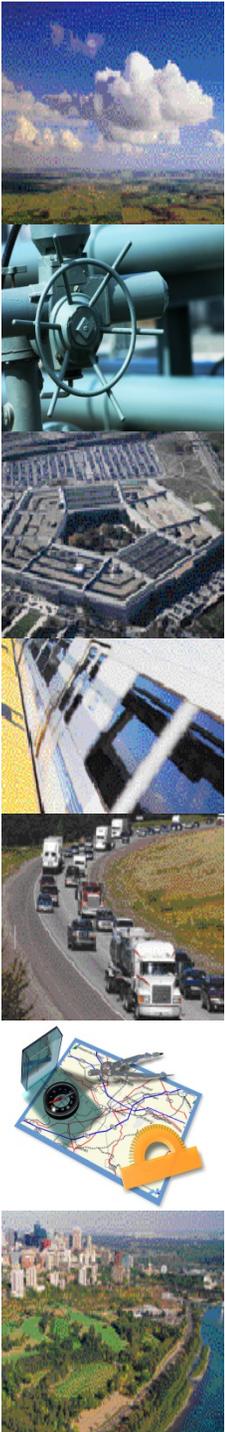
### • 2 Proposals – Oberstar & Rockefeller

- Oberstar: Moving Target
  - Introduced last year
  - Viewed as discussion draft
- Rockefeller: Establishes the role of the federal government in surface transportation
  - Viewed as a way for the Senate CST committee to stay in the game
- Boxer: Still in Development
  - Staff level discussions have been happening for over a year
  - May not do a policy bill without \$
  - More serious focus of late: Promise to Voinovich



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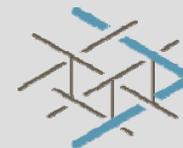
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# NARC Legislative Priorities

NARC is advocating for:

- ☑ Authority to local and regional levels
  - ☑ Accept Responsibility
- ☑ Increased local and regional funding
- ☑ Flexibility in programs
- ☑ Simplicity in programs and process
- ☑ Consistency in programs



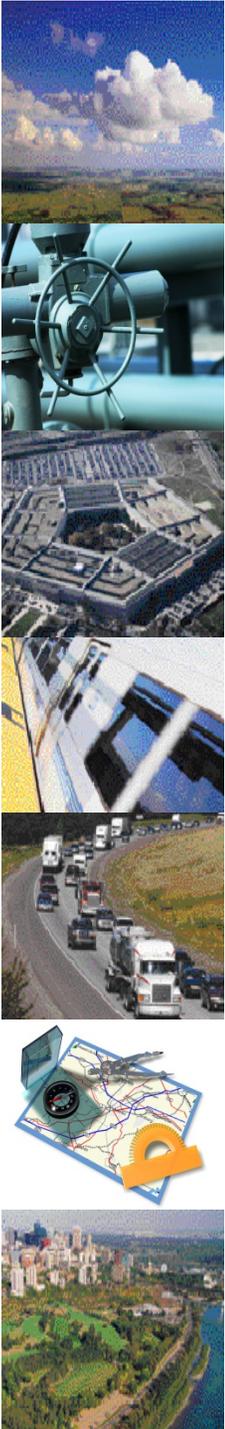
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# NARC Legislative Priorities

## Regional Transportation Planning

- Surface Transportation Authorization, Livability, Climate Change all interwoven
  - Using lessons from ARRA to inform DOT/MPO/RPO opinions
  - Same Committees providing oversight, writing legislation
  - All signs point to changing the way regions operate
- Surface Transportation Authorization may be delayed, but portions being acted on now
  - Defining Federal/State/local relationships
  - Metropolitan and rural planning
  - Support for financing mechanisms



# NARC Legislative Priorities

## Surface Transportation Authorization

- New roles/responsibilities for MPOs, RPOs
  - Some positive – greater focus on local government, condensing programs, etc.
  - Some negative – potential for significant unfunded mandates, new governance structures
  - Some unknown – MMAP, money and priorities
- New responsibilities for local governments
  - Climate change
  - Air quality
- HTF insolvent – recent transfer of General Fund \$
  - How will we continue to pay for the current system?



# Where will \$\$\$ come from?

## Regional Infrastructure Improvement Zones

- Simple change to tax code
- Doesn't rely on lengthy authorization/appropriation processes or policy debates
- Allows grassroots development of private-sector investment in infrastructure – urban & rural
- Provides favorable tax deduction
- Must be on an approved plan
- Streamlined approval processes through COG/MPO and local governments
- Transparency and accountability
- Leverages federal, state, local dollars

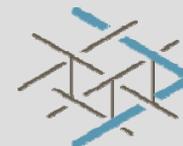
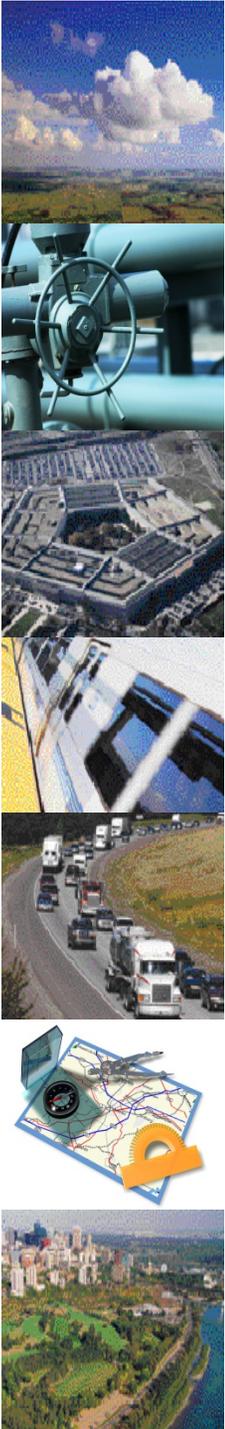


# RIIZs – Easy as 1, 2, 3

**Step 1:** Local government, business and residents voluntarily pool resources and request a RIIZ.

**Step 2:** Review RIIZ application, build consensus at COG/MPO and establish a RIIZ that fits within the approved regional plan. (if no COG/MPO, goes to local gov't)

**Step 3:** Business or individuals contribute tax deductible funds to RIIZ infrastructure improvements.



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# NARC Legislative Priorities

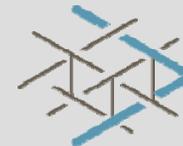
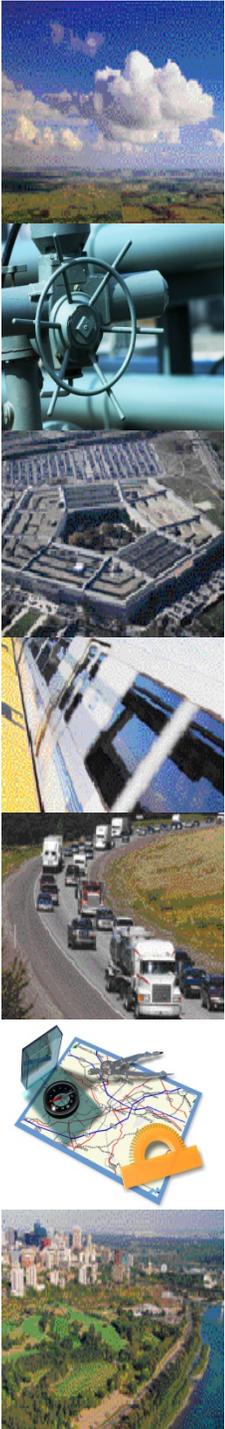
## Regional Infrastructure Improvement Zones

### Benefits:

- ✓ Upholds proven regional and local infrastructure investment decision-making processes.
- ✓ Drives monies directly to the local level – both rural and urban.
- ✓ Includes local governments and local elected officials as critical partners in the federal process.
- ✓ Offers new options to fund infrastructure improvements and construction that are shelf-ready.

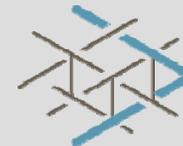
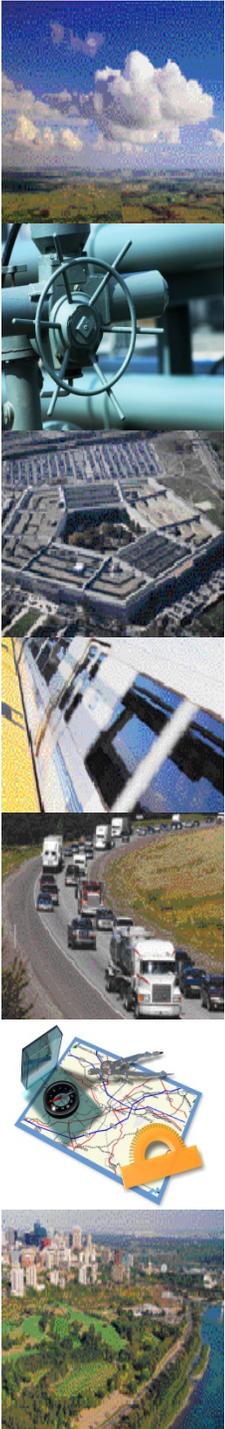
### Status:

- ✓ Have draft Senate bill
- ✓ Looking for **R** co-sponsor
- ✓ Building local, regional and national support
- ✓ Hope to add FL COGs and MPOs as supporters!



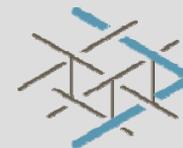
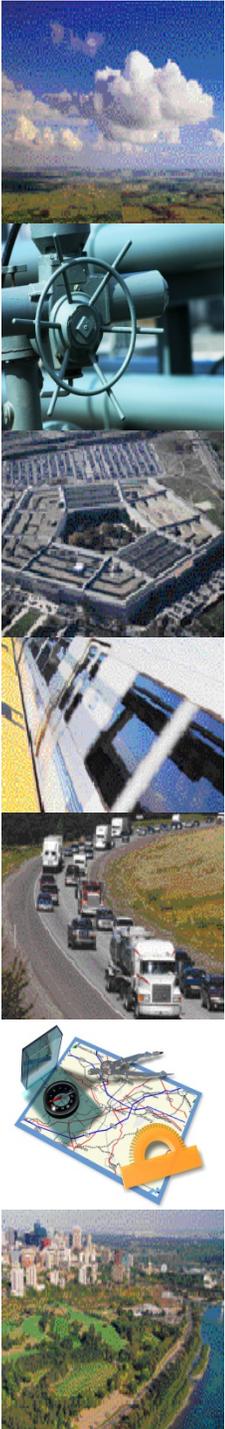
# RIIZs Supporters

- *Ohio-Kentucky-Indiana Regional Council of Governments*
- *National Association of Regional Councils*
- *Ohio Association of Regional Councils*
- *Illinois Metropolitan Planning Organization Advisory Council*
- ***California Association of Councils of Governments***
- *Florida Regional Council Association*
- *Florida Metropolitan Planning Organization Advisory Council*
- *New England Association of Regional Councils*
- *TransportationMATTERS*
- *Gulf Coast Strategic Highway Coalition*
- *Alliance for I-69 Texas*
- *West Michigan Shoreline Regional Development Commission*
- *Southern California Association of Governments*
- *Northeast Florida Regional Council*
- *North Central Florida Regional Planning Council*
- *Treasure Coast Regional Planning Council*
- *Toledo Metropolitan Area Council of Governments*
- *Buckeye Hills-Hocking Valley Regional Development District*
- *Eastgate Regional Council of Governments*
- *Ohio Valley Regional Development Commission*
- *Deep East Texas Council of Governments*
- *East Texas Council of Governments*
- *Capital Area Council of Governments*
- *Alamo Area Council of Governments*



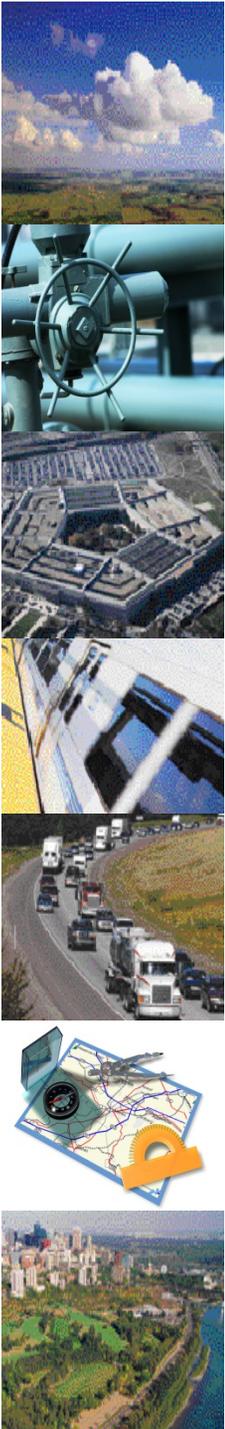
# Climate Change

- **Kerry/Lieberman New Legislation?**
- HR 2454 – Waxman Markey
- S 1733 – Boxer Kerry
- Very little \$\$ for transportation
- House (passed in June) = strict mandates
- Senate (working to get votes) = more flexibility
- Senate EPW Committee work
- Unlikely full climate bill will move in 2010



# Climate Change

- NARC's Climate Change Framework focuses on incentive-based alternative to GHGs in transportation planning
- Many meetings with Senate EPW Staff
- Great progress from House bill → CLEAN-Tea bill → S 1733
- NARC continues to work with Senate on S1733:
  - Include transportation funding for new requirements
  - Two funding pots = transportation planning and implementation (local governments eligible grantees)
  - DOT lead agency (coordinates with EPA)
  - VMT is a potential strategy, not national goal
  - Flexibility in strategies to reduce GHGs
  - Maintain local land use authority
  - Prevents all lawsuits on plan or outcome
  - Eliminate any decertification language
  - Require multi-regional coordination
  - Allow credit for previously developed plans



## NATIONAL ASSOCIATION OF REGIONAL COUNCILS CLIMATE CHANGE FRAMEWORK: AN INCENTIVE-BASED APPROACH

The U.S. is faced with myriad transportation and environmental challenges and opportunities – climate change, economic shifts, security, congestion, urban growth, and air quality attainment – that necessitate our leaders work cooperatively on a regional level to make our communities safe, environmentally-friendly and economically competitive through a seamless, efficient and effective multimodal transportation network. This, however, cannot be done without a strong federal-state-local partnership that provides flexibility and funding to address our burgeoning economic and environmental issues through improved transportation planning and program implementation processes.



According to available data, the transportation sector is responsible for roughly 30 percent of greenhouse gas emissions (GHGs), and there are many efforts underway – federal, state, regional and local – to curb these emissions through new technologies and fuels, innovative best practices, and increased modal choices. Innovation for continued success must be encouraged. This can be done by providing local governments, through their regional planning organizations, the proper authority, resources, incentives and flexibility to develop the most effective programs for their given community/region.

The National Association of Regional Councils (NARC) member regional planning organizations and their local elected officials (statewide – large, small, urban and rural – including metropolitan planning organizations (MPOs) and councils of governments (COGs)) have a long and experienced history in transportation and environmental planning, and should be seen as critical partners in discussing federal transportation, climate change and other related legislative matters. To ensure the greatest environmental and economically positive results, NARC recommends that any federal program examining the role of MPOs in GHG reduction be flexible and adaptable to varying regional needs and assets. NARC offers the following as approaches to GHG reduction efforts:

1. Recognize there is no one-size-fits-all strategy for reducing transportation-related GHGs.
2. Strengthen the MPO-state relationship.
3. Maintain local governmental autonomy.
4. Examine the merits of an incentive-based GHG reduction program.
5. Integrate GHG reduction goals and strategies into the existing long-range transportation planning process.
6. Recognize that reducing vehicle miles of travel (VMT) is one potential strategy.
7. Require the use of flexible, locally-driven performance measures.
8. Institute MPO score mechanisms.
9. Provide funding for any new requirements.
  - Invest in data and modeling.
  - Include educational and training opportunities.
  - Support for strategy implementation.
10. Encourage regional and local innovation and flexibility.
11. Incentivize multi-regional/multi-state collaboration.
12. Reward proactive GHG reduction efforts.
13. Avoid penalties/resolutions on capacity building.
14. Invest in new technologies.
15. Promote on-going research.
16. Ensure the benefits outweigh the costs.
17. Assess LIDCOOT the next federal agency.
18. Require LIDCOOT assessment reporting.

Our response to environmental concerns will have wide-ranging implications on the economy, workforce, and safety and security of the nation. NARC's members are prepared to work with Congress and the Administration to develop new opportunities for transportation and the environment that are best poised to address our current and future needs. However, this requires flexibility, incentives, local buy-in, data, capacity and data in order to tap into the innovation required to make our communities better places to live, work and grow.

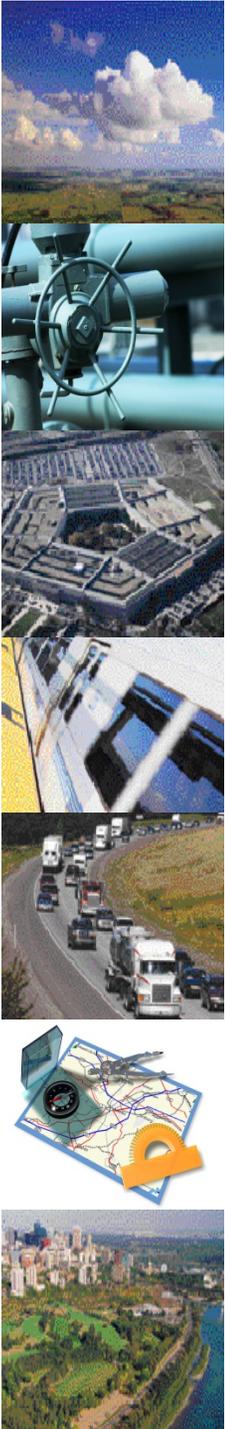


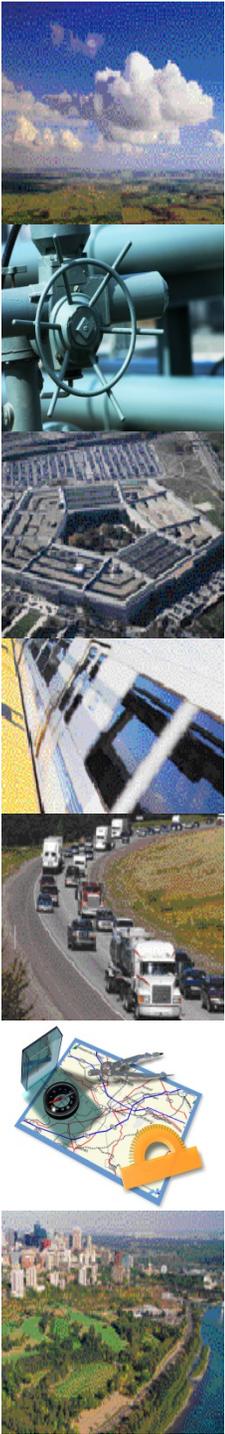
# NARC Legislative Priorities

## Livability

NARC released its Livability Framework and is advocating for the Federal government to:

- ☑ reaffirm its role in regionalism
- ☑ coordinate regional assistance programs
- ☑ conduct federal interagency meetings
- ☑ determine federal livability goals
- ☑ establish competitive comprehensive regional planning and implementation grants
- ☑ incentivize coordination among local and regional activities
- ☑ improve data collection, research, evaluation and analysis
- ☑ ensure land use/zoning requirements do not impede upon local decision-making
- ☑ provide for transparency, accountability and replicability





# NARC Legislative Priorities

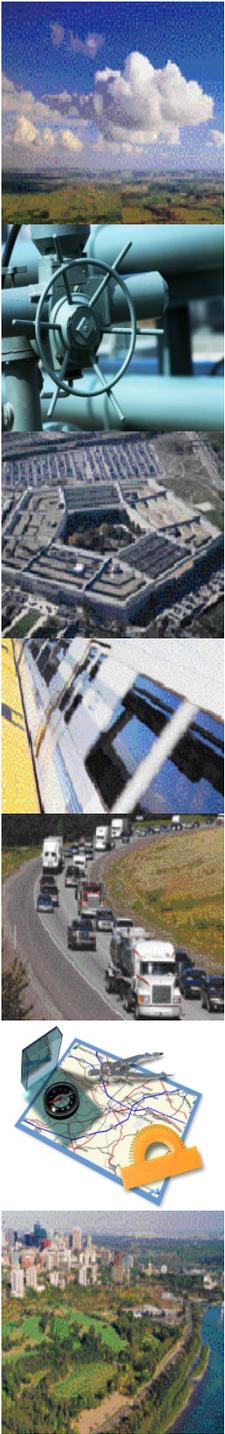
## Livability

- S1619 – NARC & Senate Banking Committee – reinvigorating comprehensive regional planning
  - Opportunities for planning and implementation \$ through HUD
  - Streamlines processes and connects federal agencies and programs
  - Coordinates strategic regional transportation, economic, environmental, land use and housing
  - Urban and Rural – includes definition for RPOs and makes them eligible for funding
- HR4950 – NARC & Rep. Perlmutter (D-CO)
  - Same language as in Senate
- NARC helping gain support – will take time to move
  - Meeting today – Briefing Commerce Committee



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# NARC Legislative Priorities

## Livability

- Multiple White House/Congressional Meetings on this
  - NARC President/leadership met with HUD Deputy Secretary Ron Sims, DOT Secretary LaHood WH office of Urban affairs to discuss local gov't & regional roles
- NARC submitted comments on \$150M HUD **Sustainable Communities Planning Grant Program**
  - HUD's first big effort to forward the Obama Administrations livable communities goals
  - To integrate land-use/transportation/housing
  - Local governments in driver seat
  - Regions of all size should be eligible
  - Use existing planning requirements
  - Recommended 13 funding categories
  - **NOFA to be released May 14 – MPOs eligible**



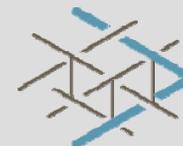
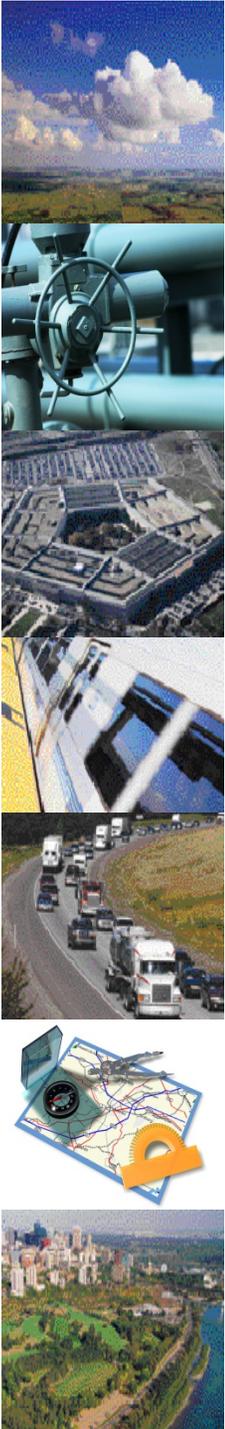
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# TIGER Grants

Transportation Investment Generating Economic Recovery

- Preliminary NOFA for comments released
- Comments due on funding/eligibility by mid-May
- May look to link DOT to HUD funding
  - Streamline and combine grants
  - NARC working on comments

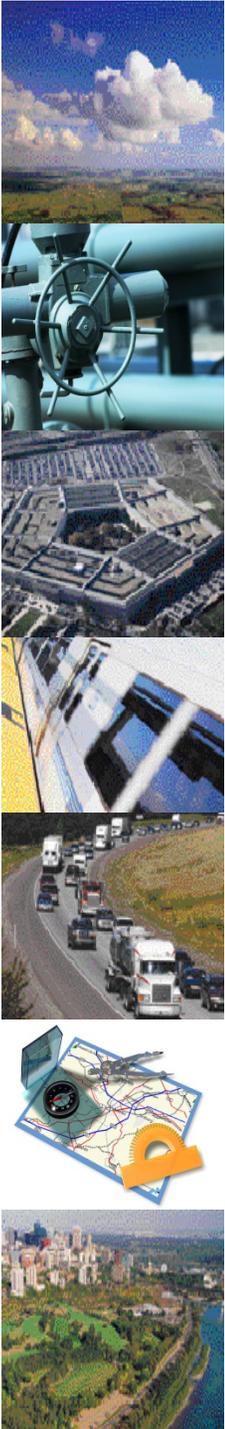


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# NARC Legislative Priorities

## Federal Air Quality Standards

- EPA reviewing ALL federal air quality standards
  - National Ambient Air Quality Standards measure human and plant health when exposed to various airborne pollutants
  - NEPA Review
- NAAQS Ozone
  - Currently .075ppm; Proposing to lower standard to between .060 and .070ppm
  - Large increase in number of affected counties
  - Most of CA will be out of compliance
  - NARC, with NACo, submitted comments to proposed rule



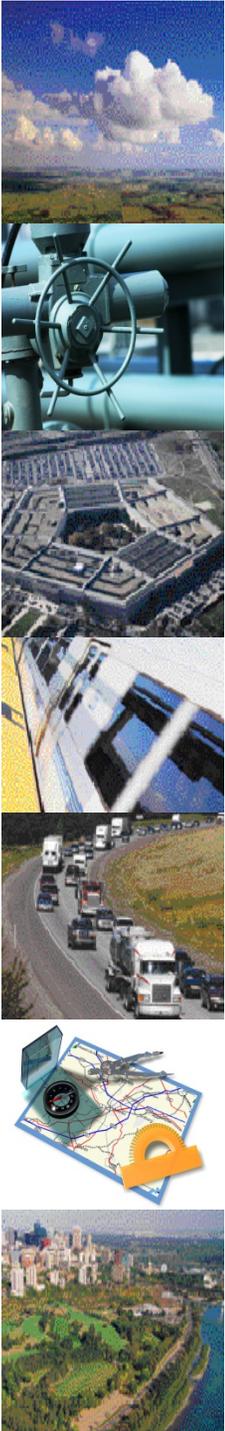
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# NARC Legislative Priorities

## Federal Air Quality Standards

- NARC, with NACo, submitted comments to proposed rule
- NARC-NACo comments asked for:
  - Don't change the primary or secondary standards
  - Consider EPA's actions as it relates to the funding available (CMAQ)
  - Delay implementation of any new standards
  - Be open to including new technologies
- NARC creating Air Quality Toolkit for local elected officials and regional planning organizations to use in communicating the upcoming changes

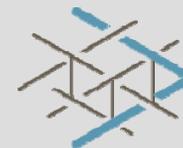
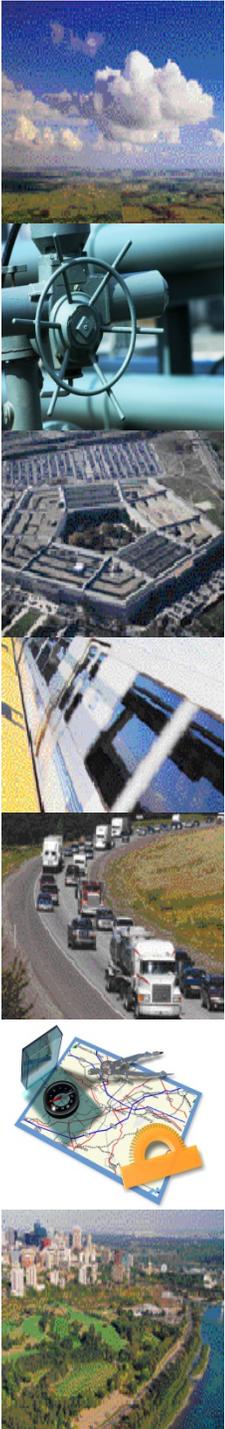


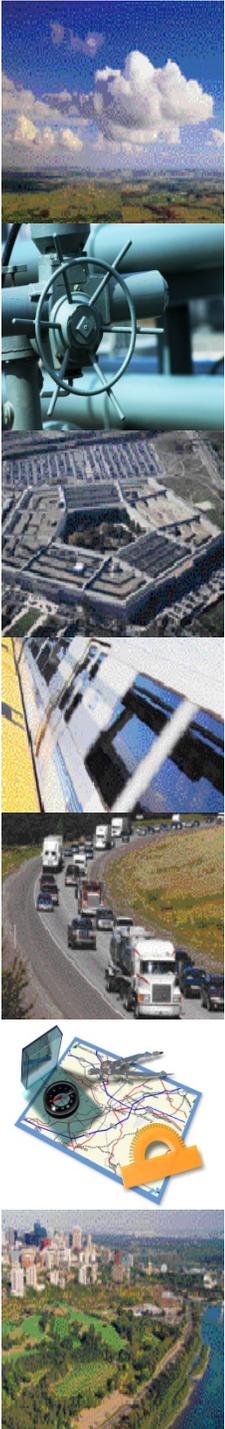
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# What does this all mean?

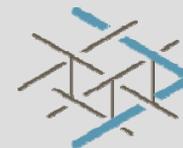
- Positive signs
  - healthcare reform, and possibly financial reform, etc. may move off the Congressional calendar
- Negative signs
  - 2010 election year – tough time to raise taxes
  - Legislative processes take a long time
  - Infrastructure not Administration priority!
- Local governments will continue to search for ways to fund primary infrastructure needs
- Must enact other infrastructure revenue generating options





# QUESTIONS?

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