

# MAP-21

Moving Ahead for Progress in the 21st Century Act

## Summary & Implications



2012 Board Retreat  
October 15, 2012

Whit Blanton, FAICP  
Renaissance Planning Group



# Presentation Overview

- Planning for a new reality
- MAP-21 review and assessment
- Implications for CRTPA Regional Mobility Plan
  - Regional framework
  - Complementary plans and policies

# A New Reality

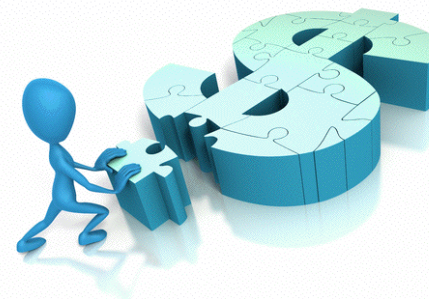
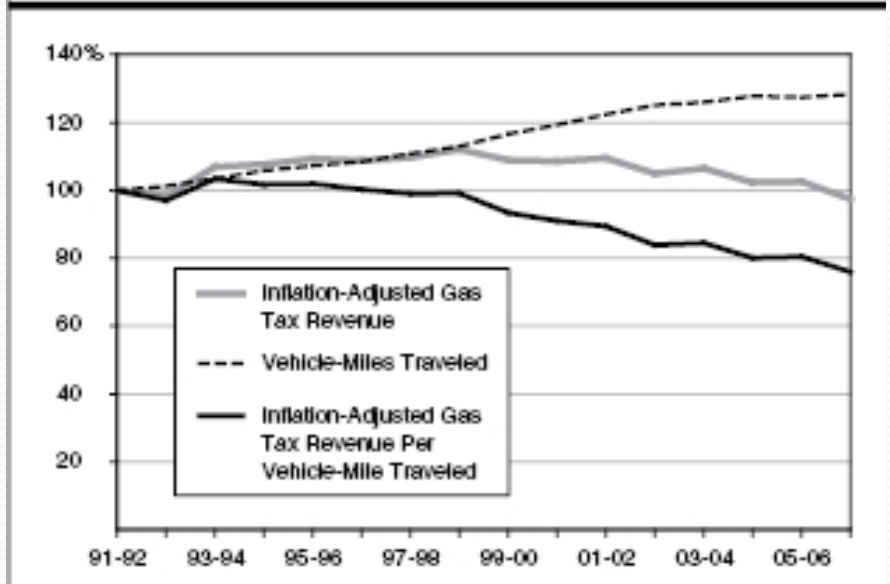
- Debt and fiscal efficiency
- Economic vitality
- Global energy consideration
- Population change



# Transportation Funding

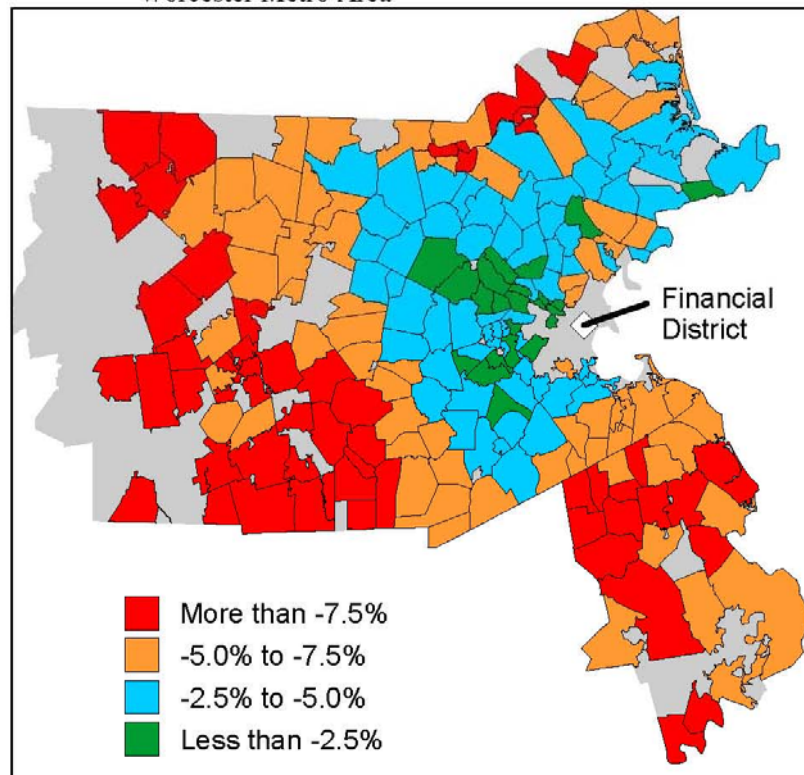
- Debt and fiscal constraint
- Short-term federal authorization reflects lack of political support for major infrastructure investment
- Projects are long-term, but revenues are tied to economic cycles
- Traditional sources declining
- MAP-21 does not change long-term funding challenges

Real Gas Tax Revenues Have Not Kept Pace With Road Use

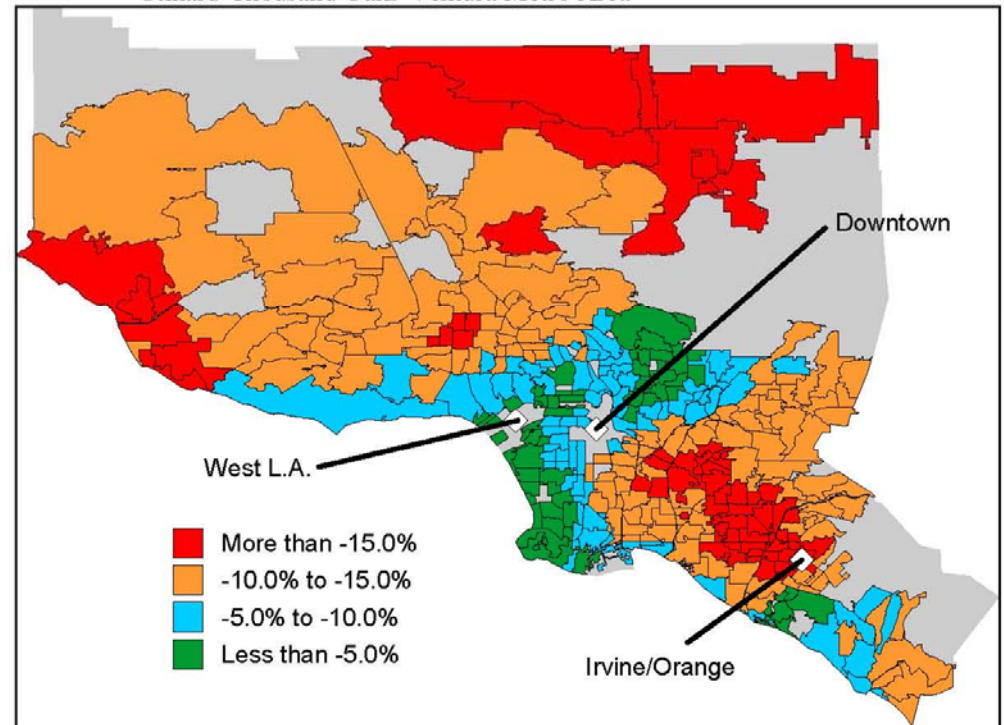


# The Value of Location-Efficiency

**Figure 1** Changes in Case-Shiller Zip Code Indices from Peak to Second Half of 2007  
Boston-Quincy-Cambridge Metro Area  
Worcester Metro Area



**Figure 2** Changes in Case-Shiller Zip Code Indices from Peak to Second Half of 2007  
Los Angeles-Long Beach-Santa Ana Metro Area  
Oxnard-Thousand Oaks-Ventura Metro Area



Source: "Housing Bubbles Collapse Inward" by David Stiff, Fiserv Lending Solutions

# There is a price/value premium for walkable places

- Applies to both residential and commercial real estate:
  - Above-average walkability → \$4,000 to \$34,000 more in home sales price\*
  - Greater walkability → 1% to 9% increase in commercial property value depending on type; also higher incomes and lower capitalization rates†

\* Source: "Walking the Walk" by Joseph Cortwright, CEOs for Cities

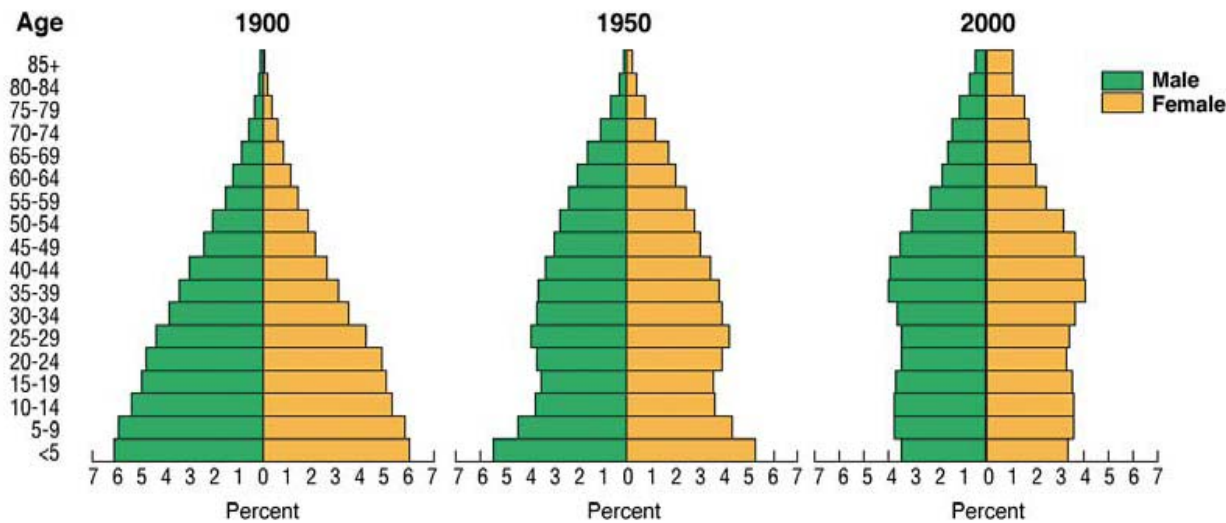
† Source: "The Walkability Premium in Commercial Real Estate Investments" by Gary Pivo and Jeffrey Fisher

# Demand for Transportation

## Alternatives – Demographic Shifts

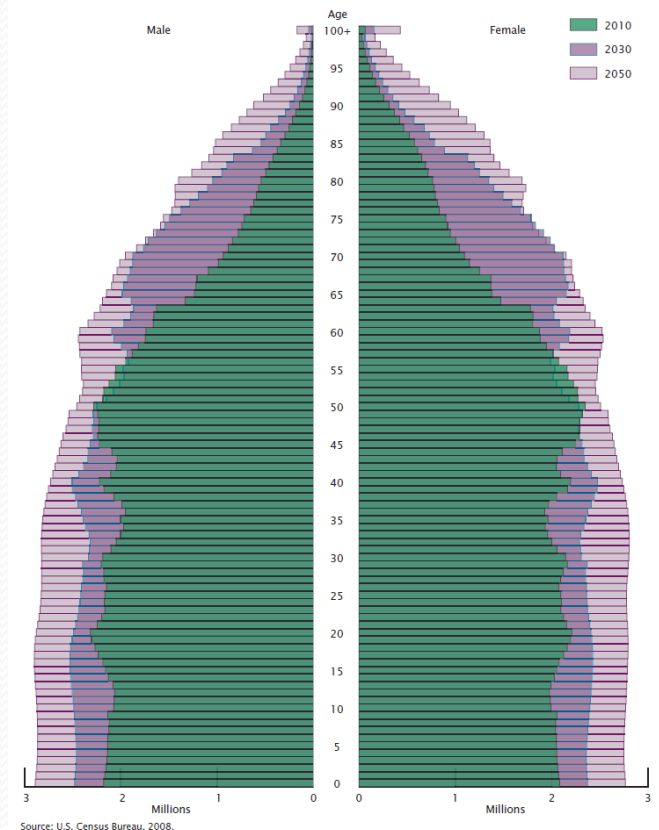
- Total population in US is more balanced by age group – trend likely to continue through 2050
- Driving demand for different housing choices for different stages of life

Age and Sex Distribution of the Total Population: 1900, 1950, 2000



Source: U.S. Census Bureau, decennial census of population, 1900, 1950, 2000

Figure 1. Age and Sex Structure of the Population for the United States: 2010, 2030, and 2050



Source: U.S. Census Bureau, 2008.

# Competing in a changing demographic context

Research by Professor Arthur C. Nelson, University of Utah

- By 2025 only about one-fourth of all households in the U.S. will have children in them and nearly 30 percent will contain only one person

- The U.S. population is projected to grow by 100 million by 2025, with 50 percent of that growth occurring in the Sun Belt and Mountain West regions

- More people are moving to the Sun Belt and Mountain West regions, and more people are moving to the suburbs

- Demand for multifamily, attached, and small-to-medium single-family detached homes

“The two largest demographic groups in the country, the baby boomers and their children – together comprising half the population – want homes and commercial space in neighborhoods that do not exist in anywhere near sufficient quantity.”

Source: Patrick Doherty and Christopher Leinberger, writing in Washington Monthly

- Over half of development on the ground in 2025 will not have existed in 2000

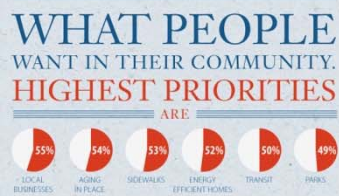
**TWO-THIRDS OF AMERICANS**  
BELIEVE THEIR COMMUNITY NEEDS MORE PLANNING.



DOES YOUR COMMUNITY NEED MORE PLANNING? YES SAY...



ALL SIZES OF COMMUNITIES SUPPORT MORE PLANNING.

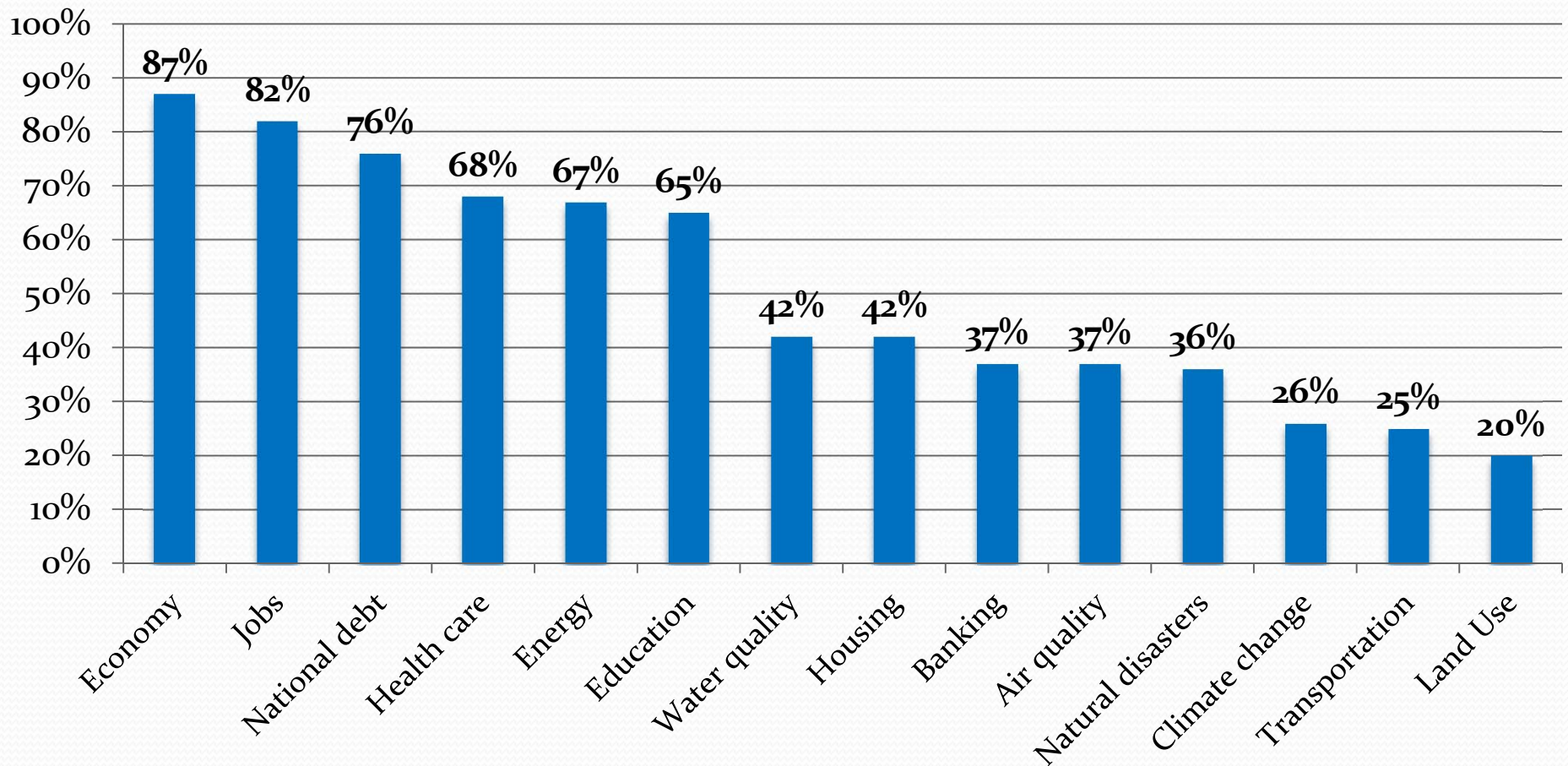


# American Planning Association National Poll – March 2012

- 66% of Americans feel their community needs more planning
  - Planning is supported by a big majority of all demographics, political parties and regions
- Planners outrank elected officials as those viewed as best able to make sure the next 5 years are better than the last 5
- “Communities that plan are stronger and more resilient than those that don’t” is a widely resonant message

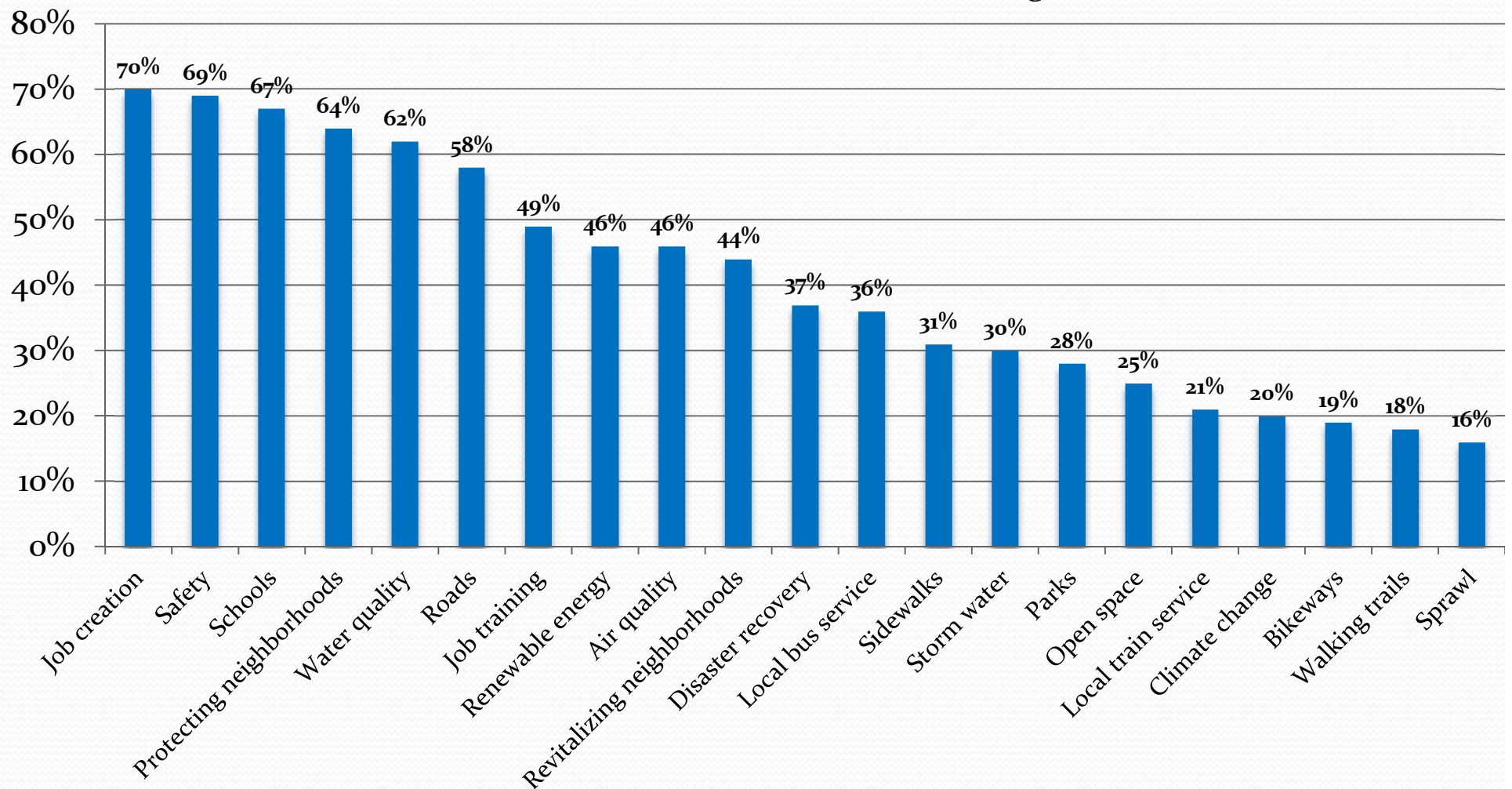
# High Priority National Issues

Source: American Planning Association, March 2012



# High Priorities for Planners as Seen By the General Public

Source: American Planning Association, March 2012



# The Era of Accountability

- Demand for a more competitive, performance-based process
- Desire for greater flexibility
- Need for aligning broad-based coalitions and resources
- Shifting roles and relationships at the federal, regional, state and local levels
- MAP-21 gradually, but clearly, raises the bar for regional and local organizations to advance projects
- **To succeed: Develop a stronger case for projects**



“ If a story is not about the hearer he will not listen. And here I make a rule — a great and interesting story is about everyone or it will not last. ”

(East of Eden)

# Accountability is how you define it

- Producing economic benefits
- Recognizing values and respecting community character
- Increasing travel choices
- Lowering costs per household
- Improving safety for all
- Fostering a smart, well-connected region of many communities



Walkable and Livable Communities Institute

MAP-21

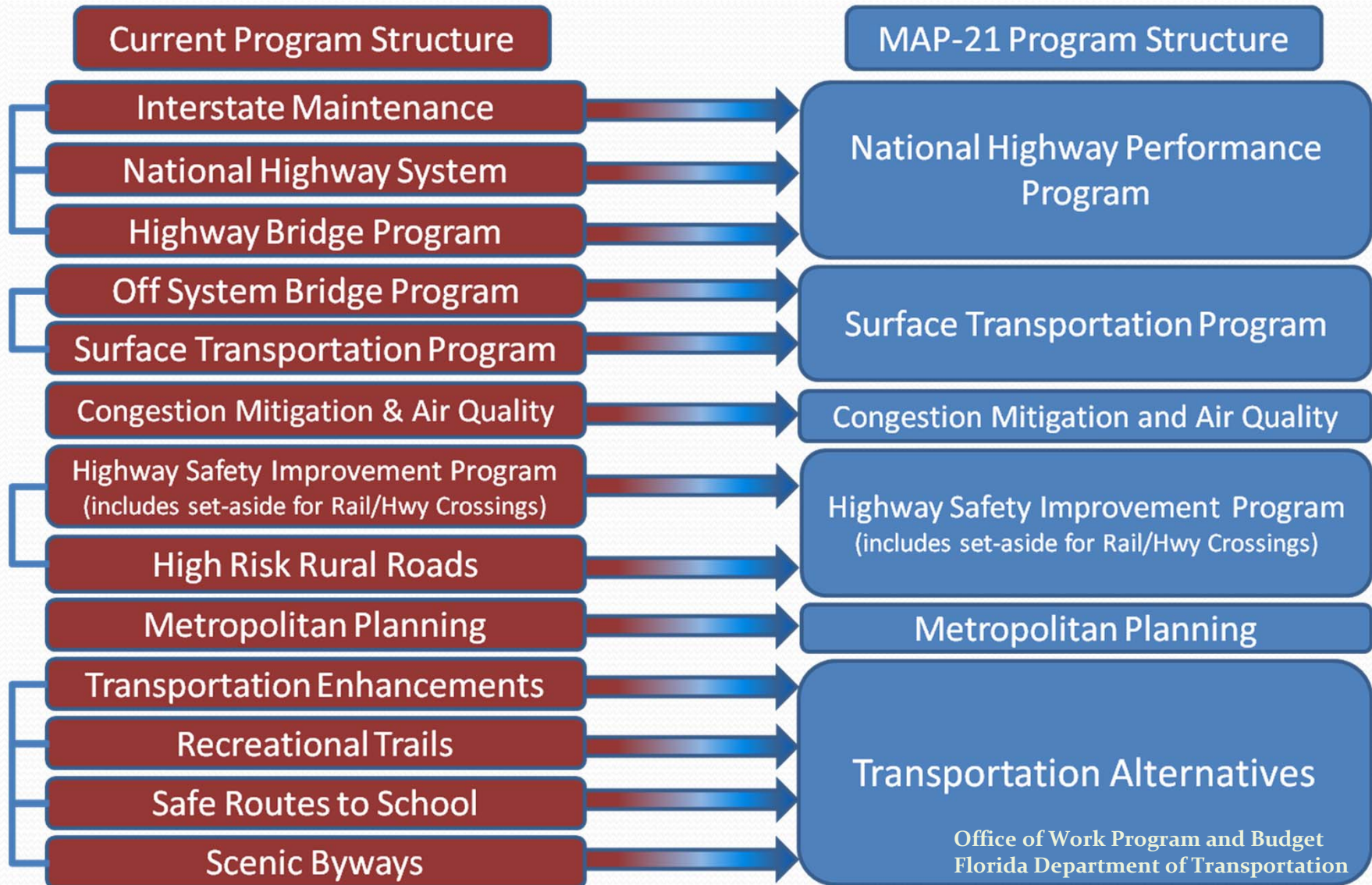




# The Basics

- Two-year authorization of federal surface transportation program
  - In general, status quo funding
  - Less funding for some programs (Transit New Starts)
- Compromise between House and Senate versions; signed into law by President Obama on June 30, 2012
- Most provisions went into effect October 1, 2012
- Rules and some guidance still pending

# Program Consolidation



# Seven National Goals

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays





# Metropolitan Planning

Much remains the same from prior law (SAFETEA-LU), with some new twists...

- Mandates *performance-driven, outcome based* planning
  - Establish measures and targets in coordination with state and public transit provider
  - MPOs measure effects of projects in the TIP toward achieving targets
- Funding incentive for freight projects (National Freight Policy)
- Transportation Alternatives program replaces Enhancements
- Flexibility for operations funding for public transportation

# Performance-driven, Outcome Based Planning Process

- Support national goals and attainment of regional outcomes through:
  - Overall CRTPA planning process
  - Regional Mobility Plan
  - Transportation Improvement Program (TIP)
- MPOs set targets to measure performance (achieve regional outcomes) in coordination with the state and public transportation providers
  - No later than 180 days after state sets measures & targets
  - Integrate into planning process the goals, objectives and performance targets set in state and transit plans (directly or by reference)

# Performance-driven, Outcome Based Planning Process

- Link TIP to achieving outcomes in the Plan (“designed to make progress”)
  - Shall include, to maximum extent feasible, anticipated effects toward achieving targets
- U.S. DOT to develop measures within 18 months for National Highway System performance, highway safety, air quality, freight movement, transit safety, and transit state of good repair
- Each MPO will receive a performance report for its effectiveness (each 5 years)
- Allows for scenario planning; U.S. DOT to issue a report on cost-effectiveness versus conventional transportation planning

# Performance-driven, Outcome Based

## Measure

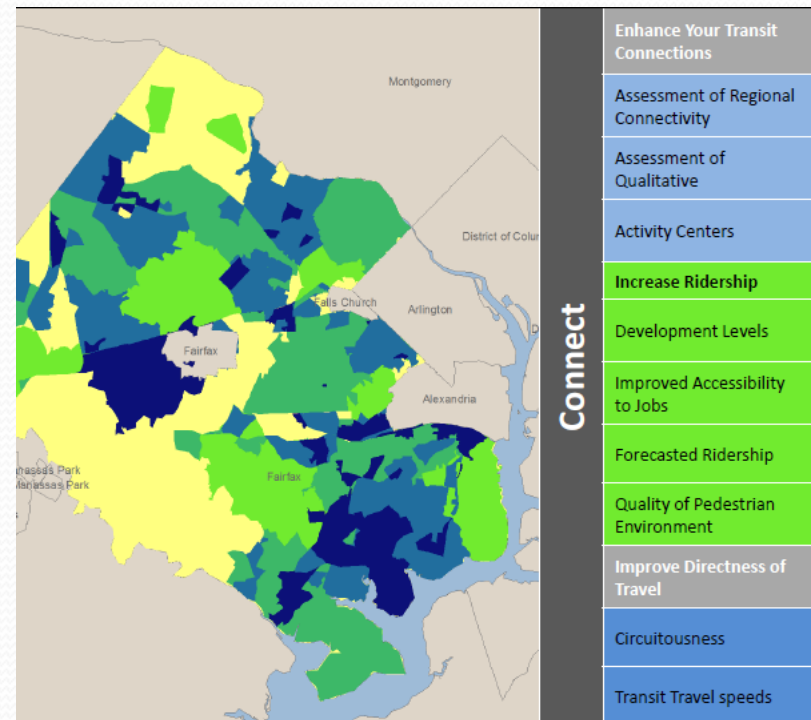
- *The dimensions, capacity or amount of something*

## Benchmark

- *A point of reference from which measurements may be made; something that serves as a standard by which others may be measured or judged*

## Target

- *A goal to be achieved*



# Transportation Alternatives

## Program

- Replaces Enhancements program set asides
  - 2% of apportionments made to states
  - Flexible: use for bike/ped, safe routes to schools, recreational trails and “boulevards”
- Landscaping projects and scenic beautification no longer eligible as independent projects to enhance an existing roadway, sidewalk or trail
  - only eligible as part of the construction of any Federal-aid highway project
- States can opt out of recreational trails program, and transfer its TAP funds in the event of an emergency



# Transportation Alternatives

## Eligible Activities:

- Construction, planning, and design of...facilities for pedestrians, bicyclists...compliance with Americans with Disabilities Act
- Safe routes for non-drivers...to access daily needs
- Conversion and use of abandoned railroad corridors for trails
- Construction of turnouts, overlooks, and viewing areas



# Transportation Alternatives

- For 50% of funds sub-allocated by geography
  - MPOs must have competitive process
  - State must have competitive process for non-MPO areas
- For 50% of fund not sub-allocated
  - Distributed to FDOT districts by statutory formula
  - State is responsible for project selection
  - Competitive process not necessary
  - No additional guidance expected from FHWA



# Transportation Alternatives

- Other Transportation Enhancement activities no longer eligible
  - Acquisition of scenic easements and scenic or historic sites
  - Scenic or historic highway programs (including visitor and welcome centers)
  - Historic preservation as an independent activity unrelated to historic transportation facilities
  - Operation of historic transportation facilities
  - Archaeological planning and research undertaken for proactive planning; now must be used only as mitigation for highway projects



# Public Transportation



- More flexibility for StarMetro
  - May use capital funds for bus operations
  - Streamlined environmental review
- New formula program for elderly and disabled (replaces New Freedom)
- Creates new Core Capacity Improvement program for existing fixed guideway systems
- Jobs Access/Reverse Commute program eliminated but funding in urban/rural formula programs
- Requires Secretary to better use private sector in public transportation

# Changes to the New Starts Criteria

## **OLD New Starts Criteria**

- Project Justification
  - Mobility Improvements
  - Cost Effectiveness
  - Operating Efficiency
  - Environmental Benefits
  - Land Use
  - Economic Development
- Local Financial Commitment
  - Non-5309 Share
  - Capital Funding Plan
  - Operating Funding Plan

## **NEW New Starts Criteria**

- Project Justification
  - Mobility Improvements
  - Cost Effectiveness
  - Congestion Relief
  - Environmental Benefits
  - Land Use
  - Economic Development
- Transit Supportive Land Use
- Local Financial Commitment
  - Contingency Amounts
  - Funding Stability, reliability, availability
  - Funding to operate, maintain, recapitalize system



# Small Starts

- Still applies to projects costing <\$250 million total and seeking <\$75 million
- MAP-21 does not set aside a specific dollar amount for Small Starts – tougher competition
- Small Starts Process similar to New Starts, without Engineering phase
- Criteria expanded to match New Starts

# Discretionary Grant Programs Eliminated

- Section 5309 Bus and Bus Facilities Grants
  - Previously used for Obama Administration's Livability, and SGR discretionary grants
  - Replaced by new SGR formula program (5339)
- Section 5308 Clean Fuels Grants
- Section 5339 Alternatives Analysis Grants



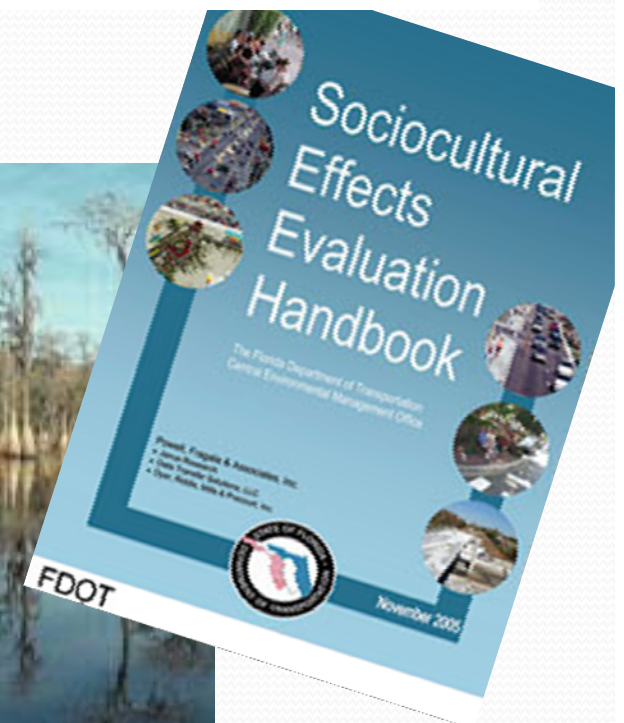
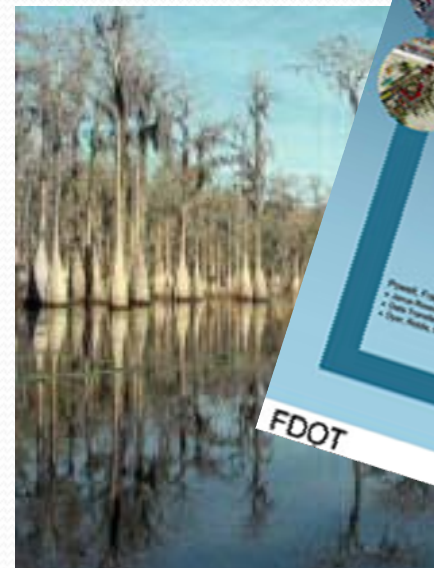
# Other Discretionary Grant Programs Relevant to Transit

- Projects of National & Regional Significance
  - Authorized for \$500M in FY13 but only available if Congress appropriates General Funds
- TIGER Grants
  - Not formally authorized by MAP-21, but funding still possible if Congress continues through appropriations



# Other Significant Provisions

- Creates National Freight Policy
  - Requires designating up to 30,000 miles of primary freight network
  - Encourages national and state freight mobility plans
  - Increased funding incentive (federal share to 90 or 95% for eligible projects)
- Project Delivery/Environmental Streamlining
  - Many provisions to expedite, mostly minor or construction-related
  - Waiver of NEPA for certain projects
    - Multimodal
    - Within existing right-of-way
    - Disaster response



# Safety

- Major emphasis
  - Proportionately higher funding
  - Creates national safety plan for all forms of public transportation
- Dropped financial penalty language for states that fail to update the Strategic Highway Safety Plan and eliminated proposed funding for safety data collection
- Dropped Complete Streets language from Senate bill that would have required safety of all users be taken into account during construction and repair



# Transportation Infrastructure Finance and Innovation Act (TIFIA)

- Federal credit assistance to eligible transportation projects
- Seven-fold increase vs. SAFETEA-LU
  - \$750 M in FY13 and \$1 B in FY14
  - Allows for several billions in low-cost loans per year
- Can now finance up to 49% of project costs (was 33%), with a cap of 80% total federal assistance
- More favorable terms for rural areas





# MAP-21 Summary

- A short term funding bill with long term implications for planning process
- Funding for new projects will be very limited for at least 2 years
- Many details remain to be spelled out in future guidance and regulations
- Still possible to move projects forward in times of uncertainty – but it will be increasingly competitive



# Regional Transportation

Capital Region



# CRTPA Vision Statement

***Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns.***

# 2035 Regional Mobility Plan

- High level assessment of the region over 50 years
- Coordinated with StarMetro's guiding transit plan
- Recognizes the relationships between mobility, land use and development
  - All modes, all users
  - Sustainability emphasis
  - Fiscally constrained



# 2035 Regional Mobility Plan

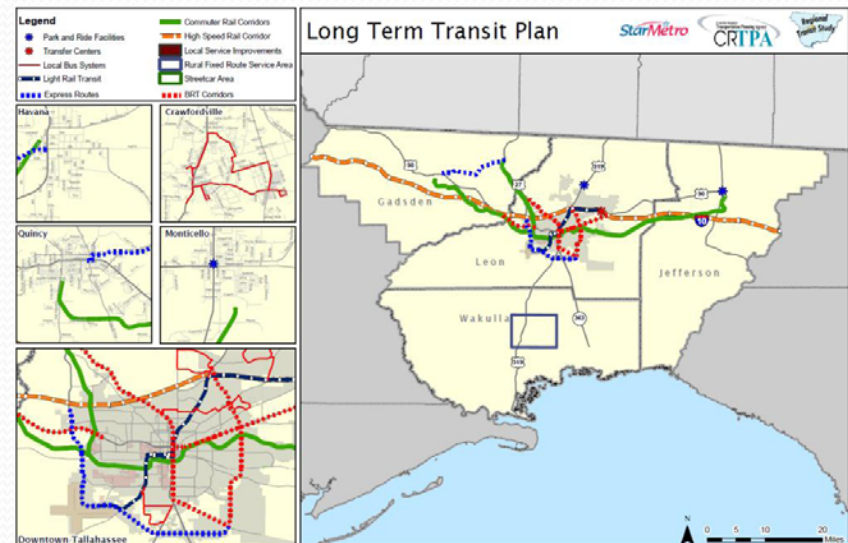
## Goals & Objectives

- Smart Growth Principles
- Goals and measurable objectives
- Implementation strategies defined (some performance targets)
  - Urban
  - Rural



# Complementary Plans

- Woodville Highway Corridor
- Monroe Street Access Management
- Gadsden, Wakulla and Jefferson County Bicycle & Pedestrian Plans
- Regional Transit Study



# Transportation Improvement Program

- Priority projects
- Multimodal
- Reflects funding limits on large projects
- Focus on achieving project completion

Capital Region Transportation Planning Agency  
**Regional Mobility Plan (RMP) Priority Project List**  
 ADOPTED Fiscal Year 2014 - Fiscal Year 2018

ROADWAY/OPERATIONS PROJECT	TRANSIT PROJECT	BICYCLE/PEDESTRIAN PROJECT
----------------------------	-----------------	----------------------------

PRIORITY #	PROJECT NAME	TERMINI		PROPOSED IMPROVEMENT
		FROM	TO	

1*	Crawfordville Road Express Bus**	Tallahassee	Crawfordville	Express Bus
2	Satellite Transfer Center	Southwood		Transfer Center
3	Bannerman Road	Thomasville Road	Tekesta Drive	Sidewalks
4	Havana Express Bus Service**	Havana	Tallahassee	Express Bus
5	Monticello Express Bus Service**	Monticello	Tallahassee	Express Bus
6	Park and Ride - Midway	Near City Hall		Park and Ride
7	10th Avenue	Duval Street	Monroe at Legion Street	Shared-use path
8	7th Avenue	TMH	Bronough Street	Bike Lanes/Sidewalks
9	Barbourville Drive	Adams Street	MLK Boulevard	Sidewalks
10	Brevard Street	Woodward Street	Miccosukee Road/Wilson	Bike Lanes
11	Clay Street	Alabama Street	Preston Street	Sidewalks
12	Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks
13	Crawfordville Road	In Crawfordville		Sidewalks
14	Duval Street	Gaines Street	Tharpe Street	Bike Lanes
15	Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks
16	Gibbs Drive	Tharpe Street	Monticello Drive	Sidewalks
17	Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements
18	Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route
19	Orange Avenue	Lake Bradford Road	Monroe Street	Bike Lanes/Sidewalks
20	Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks
21	Palmetto Street	MLK Jr. Boulevard	S Adams Street	Bike Lanes/Sidewalks
22	Pasco Street	Wies Street	Orange Avenue	Sidewalks
23	Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks
24	Quincy Loop	US 90 South	SR 12	Capacity/Safety
25	South Woodward Avenue	Jefferson Street	Gaines Street	Bike/Ped Improvements
26	Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks
27	Wies Street	Holton Street	Pasco Street	Sidewalks
T-1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road

# Funded Local Projects

- Lafayette Street Pedestrian Tunnel
- Apalachee Parkway Sidewalks
- 6<sup>th</sup> Avenue Sidewalk
- Lake Ella Pedestrian Crosswalk
- Ochlocknoee Bay Bike Trail (Wakulla County)
- Florida Arts Trail (Gadsden County)





# Implications for CRTPA

- Establish a performance-driven outcome based approach
  - Measure progress for achieving desired outcomes
  - Linkage with land use for economic and livability objectives
  - Set aspirational yet achievable targets
- Leverage funding (e.g., Transportation Alternatives program) to give incentives for public & private partners to reach targets
- Align state, metropolitan and local policy objectives with metrics
- Tell a compelling story – makes the case for better outcomes

# MAP-21

Moving Ahead for Progress in the 21st  
Century Act

## Summary & Implications

**Discussion**

2012 Board Retreat

October 15, 2012





# FHWA's MAP-21 Website

<http://www.fhwa.dot.gov/map21/>

Summary

Q & A

Fact Sheets

Presentations

Legislation

Funding Tables

Webinars

Guidance

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

# What Programs Changed?

## Treatment of Carryover Highway Program Funding Under MAP-21

Existing Program	Old or New Requirements?	Notes
<b>Infrastructure</b>		
Appalachian Development Highway System	New	Continued - Distinct program serving the same overarching purpose as previous program with similar requirement. No new funding.
Coordinated Border Infrastructure	Old	Consolidated - Eligibilities exist within new program but there is no distinct program or funding for this purpose.
Equity Bonus (EB)	Old	Discontinued
Ferry Boat	Old	Continued - Distinct entity with associated funding. However, the new program's eligibilities, structure, etc. are significantly different
Highway Bridge (Bridge)	Old	Consolidated - Eligibilities exist within new program but there is no distinct program or funding for this purpose.
Historic Covered Bridge Preservation	Old	Discontinued
Interstate Maintenance (IM)	Old	Consolidated - Eligibilities exist within new program but there is no distinct program or funding for this purpose.
National Corridor Infrastructure	Old	Discontinued

# REGIONAL MOBILITY PLAN

*“Connecting People and Places”*

# Previous Long Range Planning Efforts



**Long Range  
Transportation  
Plan**

**Bicycle and  
Pedestrian  
Master Plan**

**Transit  
Development  
Plan**



# Regional Mobility Plan

Transit Development Plan  
Bicycle and Pedestrian Master Plan  
Long Range Transportation Plan

# Regional Mobility Plan

- **Full partnership with transit agency**
- **Focus of the Plan**
  - Moving people and goods, not autos
  - “Complete Streets” designed to provide access and mobility to all users
  - Interconnectivity and local network
  - Identifying needs by corridors
  - Initiate looking beyond the 20-year horizon (50+ year horizon)

# The Regional Mobility Plan is About the Future



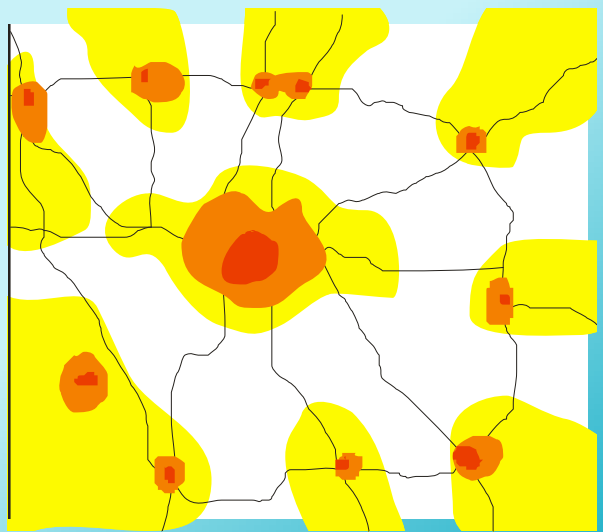
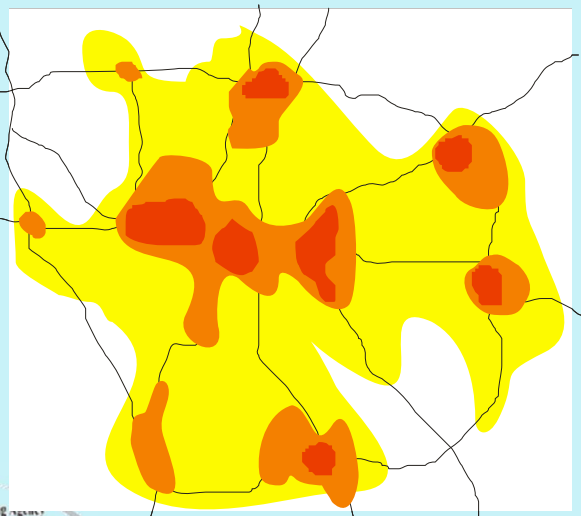
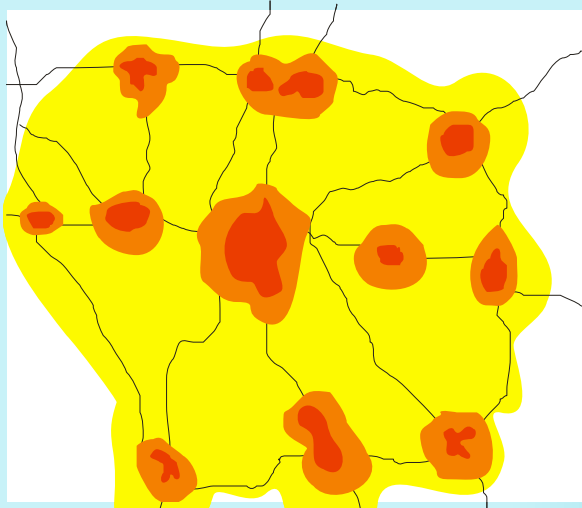
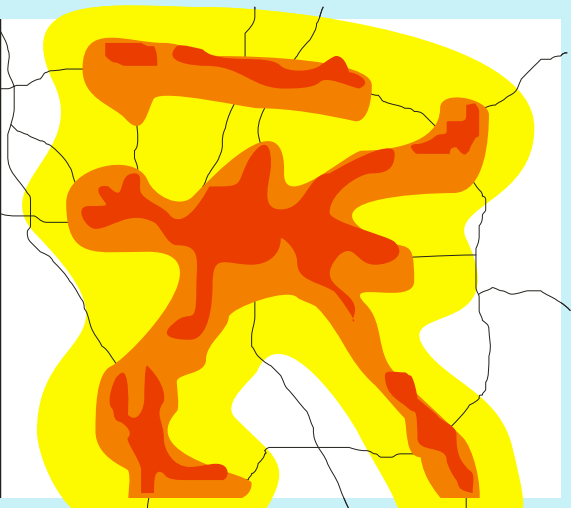


*“Connecting People and Places”*

# Next Long Range Transportation Plan

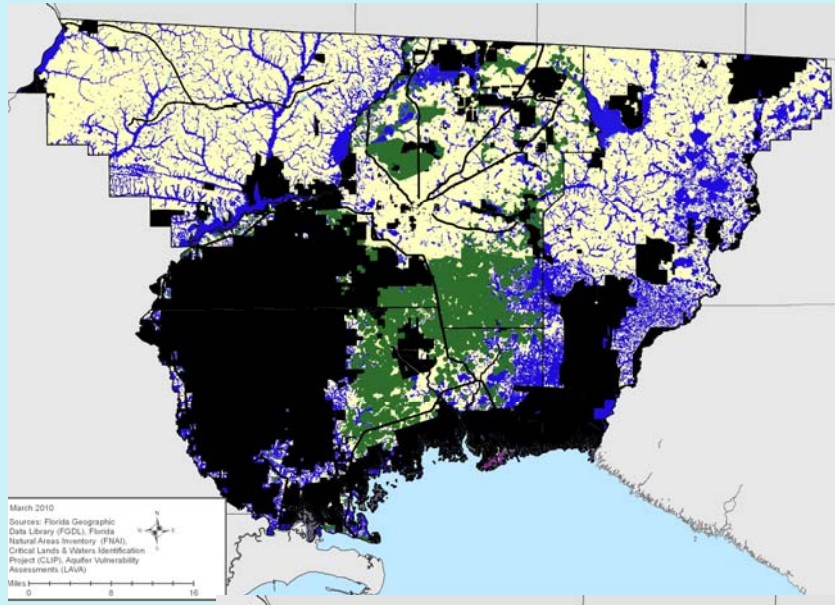
# Land Use/Development and Transportation Vision

# The Future: Growth Patterns

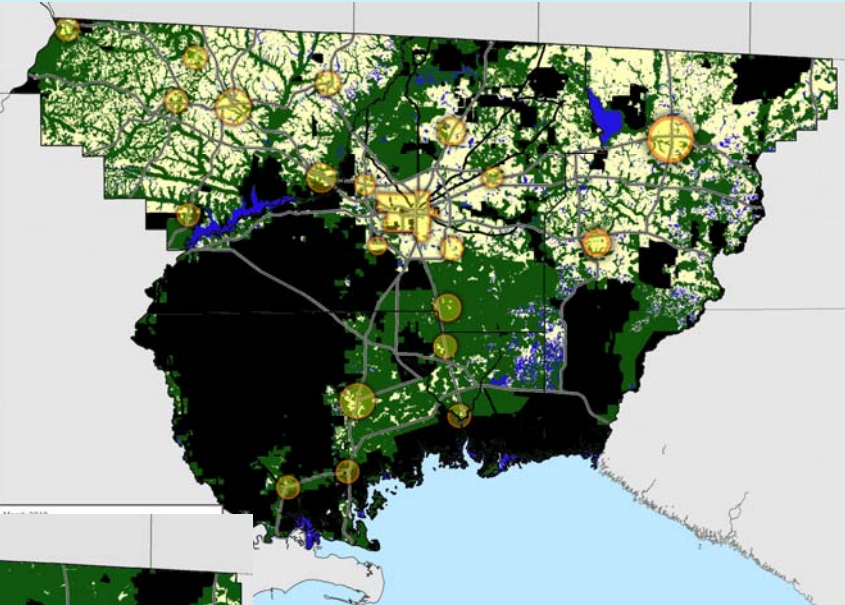


*Connecting People and Places*

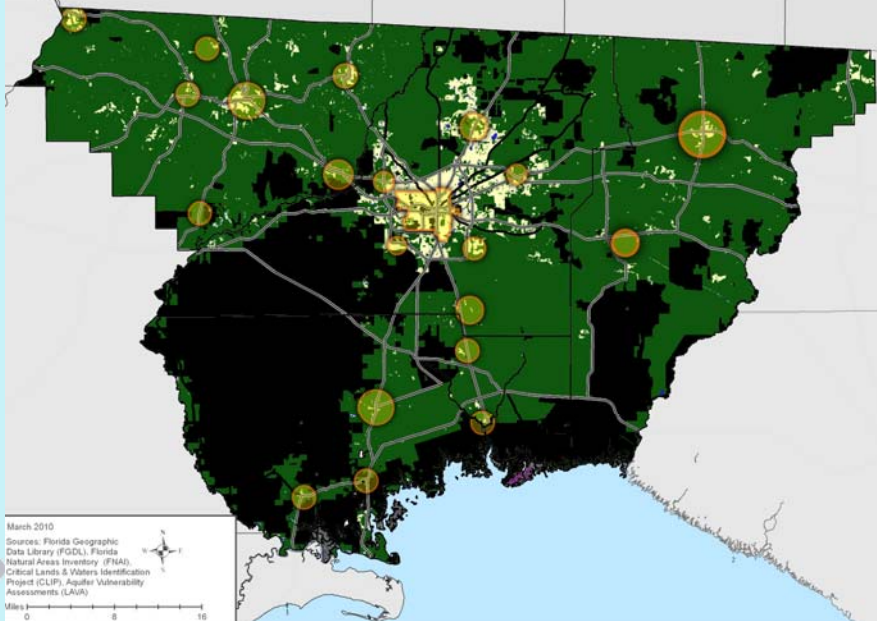
Business As Usual



Quality Growth



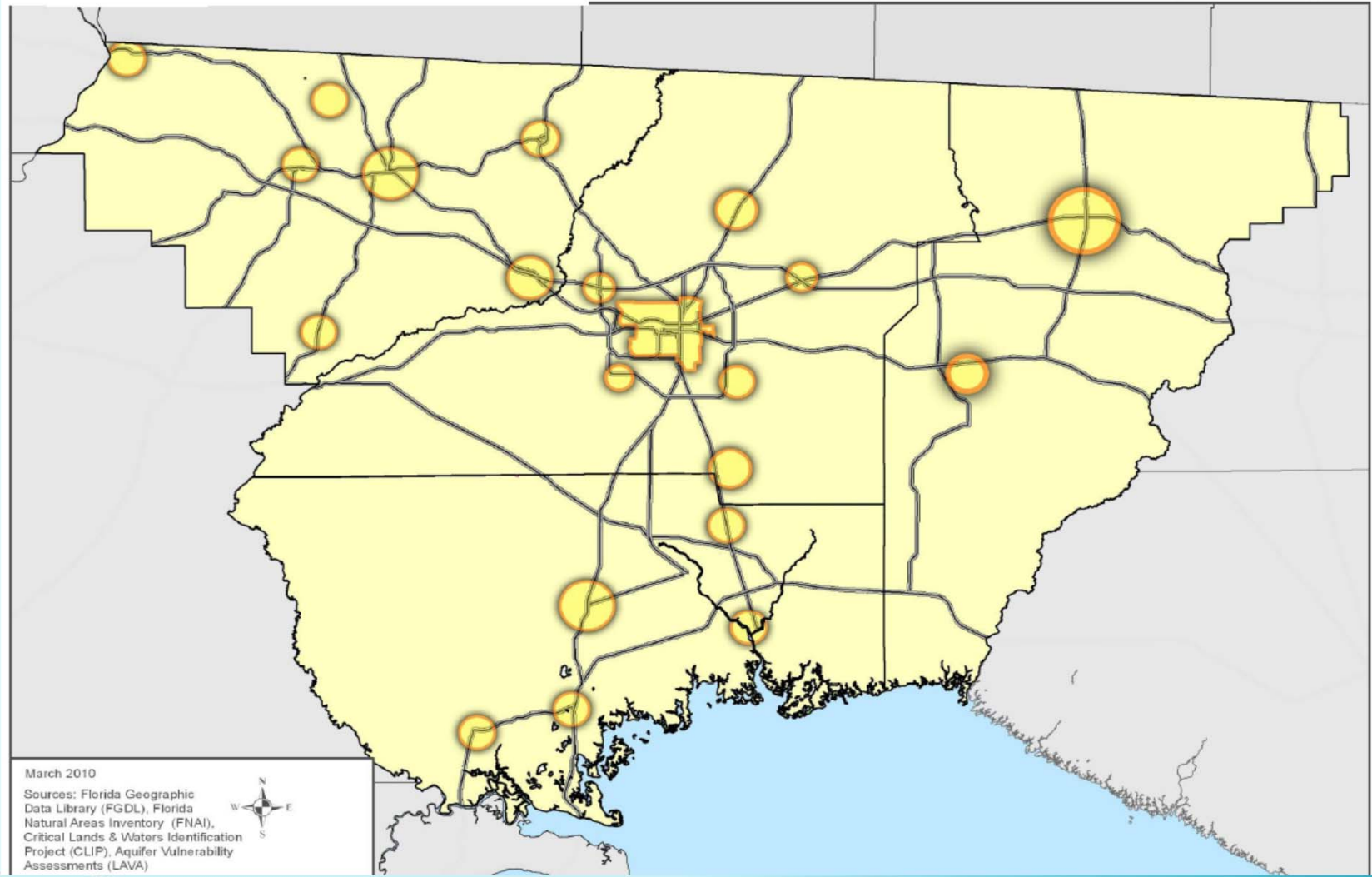
Quality Growth Plus



# Growth Areas

(CRTPA)

CRTPA Regional Mobility Plan



March 2010  
Sources: Florida Geographic Data Library (FGDL), Florida Natural Areas Inventory (FNAI), Critical Lands & Waters Identification Project (CLIP), Aquifer Vulnerability Assessments (LAVA)

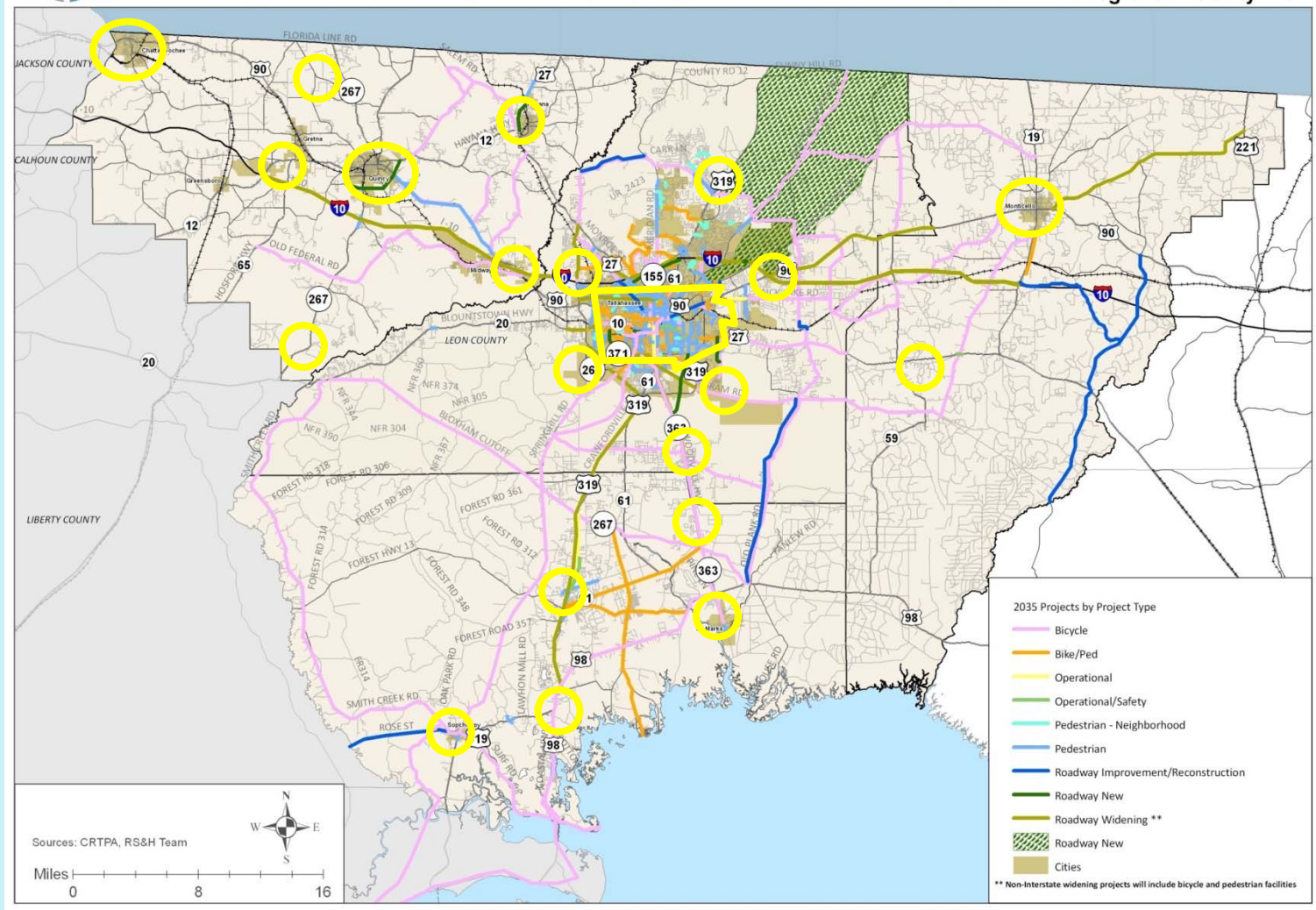


# Connecting People and Places



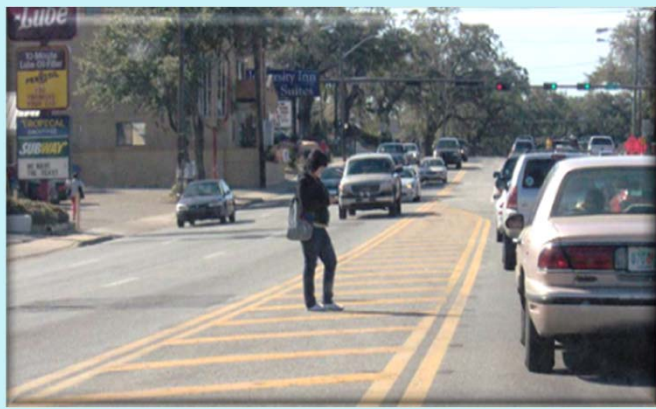
## 2035 Transportation Projects (Region)

CRTPA Regional Mobility Plan



# The Capital Region in the future...

Like this?

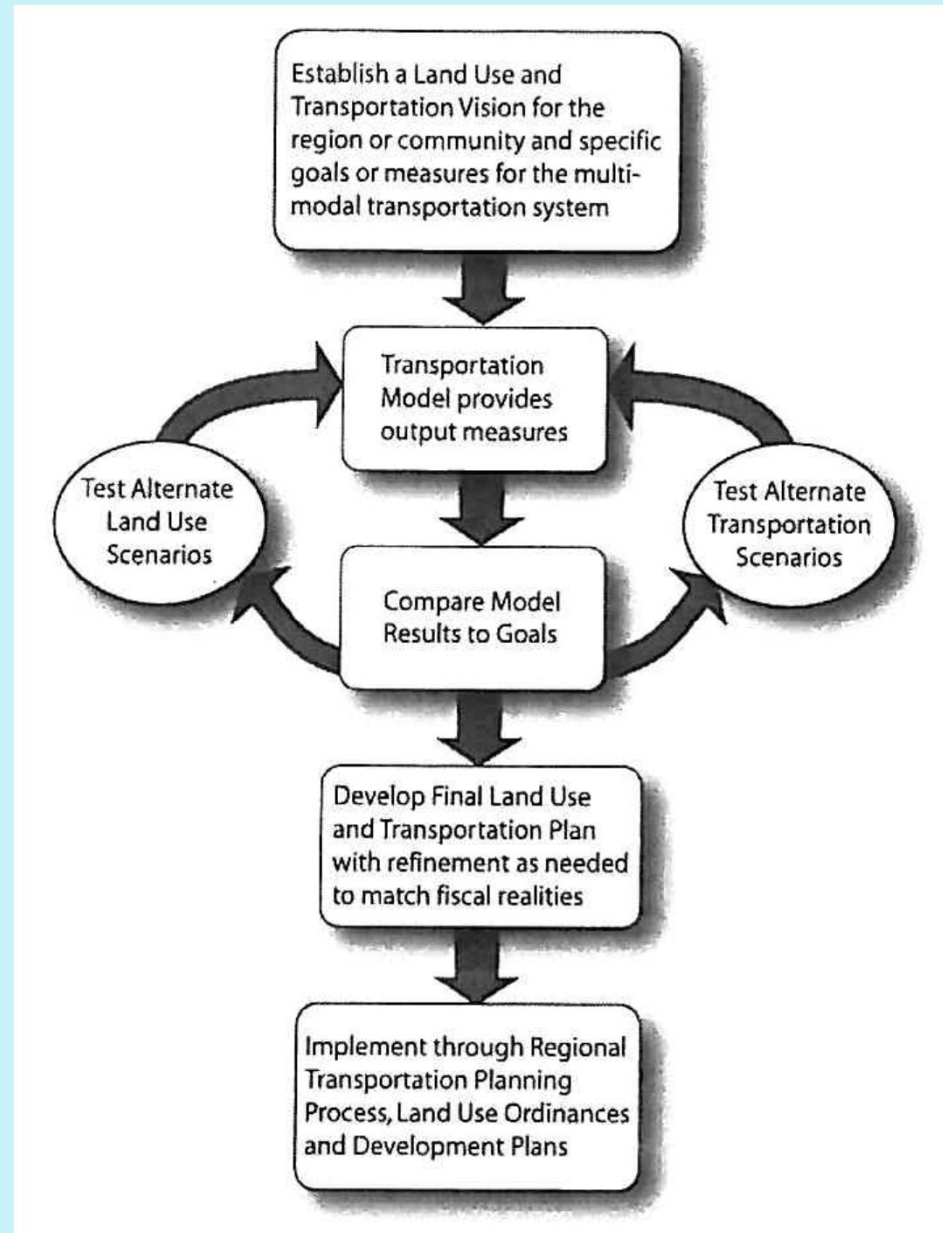


Or

Like this?



# Transportation Planning Process



**LAND USE CHANGES**



# TRANSPORTATION CHANGES



## Connecting People and Places

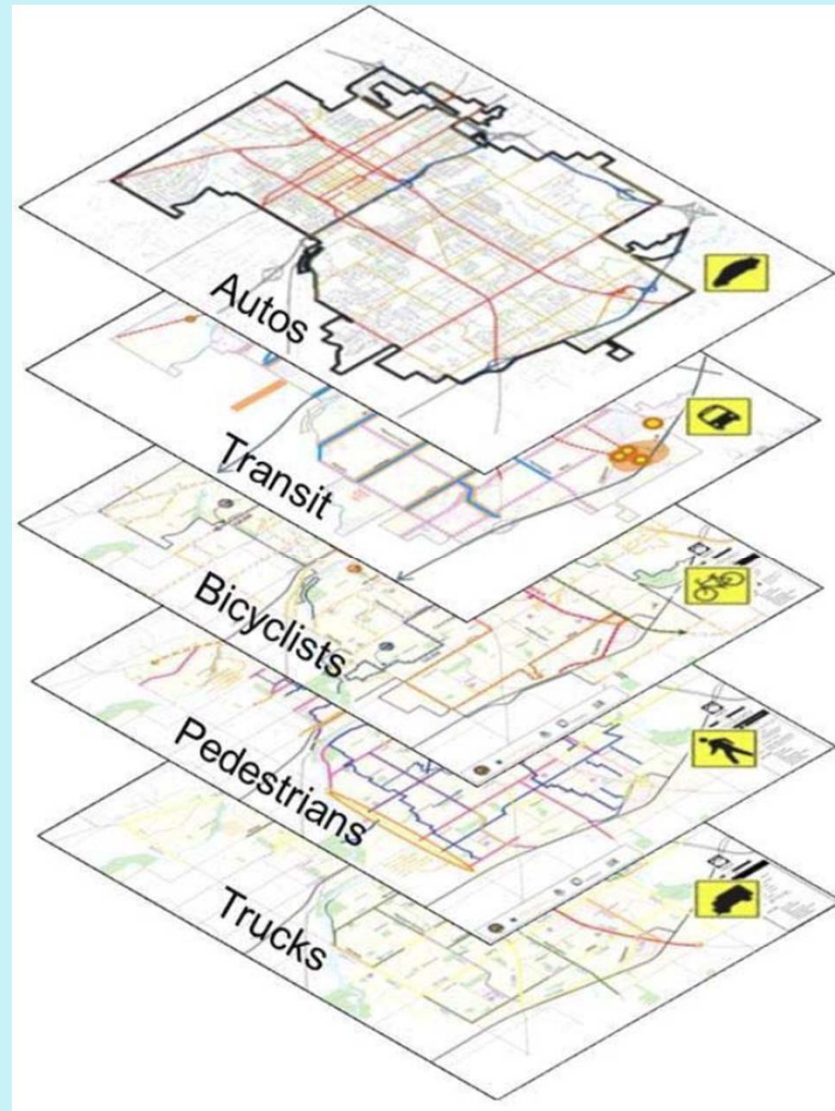


**Figure 2.1: Historical roadway network plans of Washington, DC and Manhattan, NY.**

Source: \*Pierre Charles L'Enfant's plan for Washington, DC, as revised by Andrew Ellicott. 1792.

\*\*Commissioners Plan of 1811, Manhattan, NY

# Layered Networks

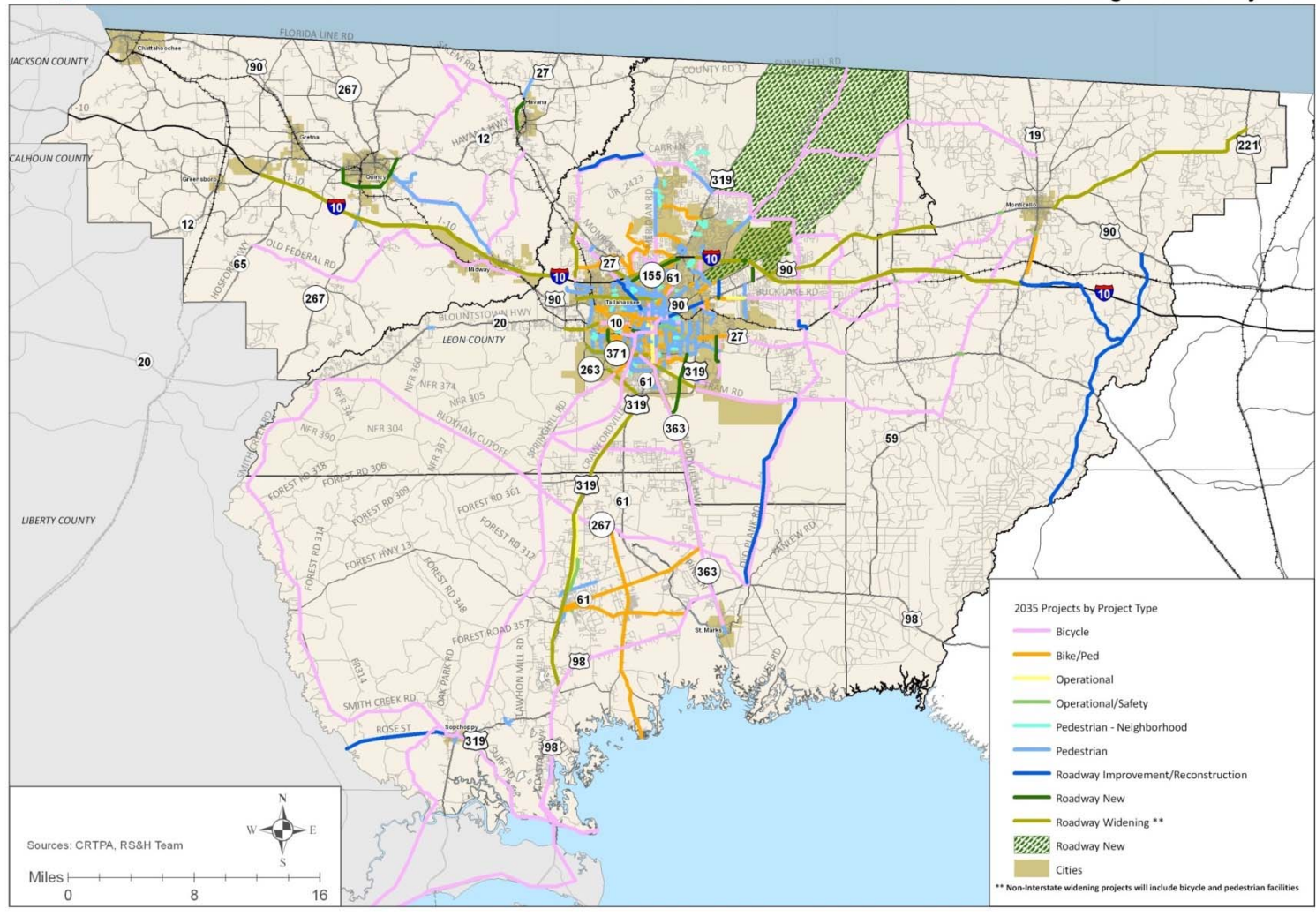


# Connecting People and Places

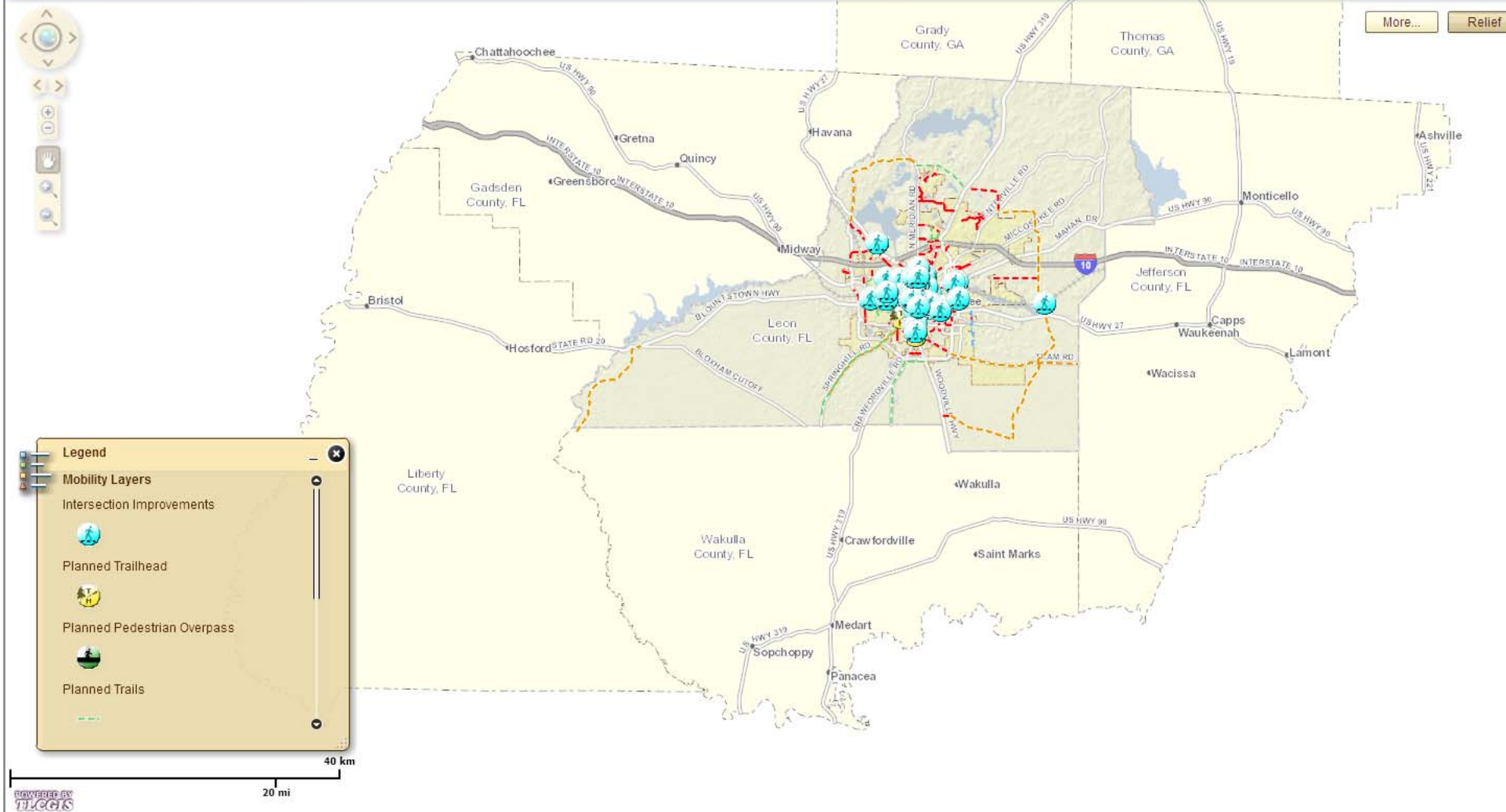


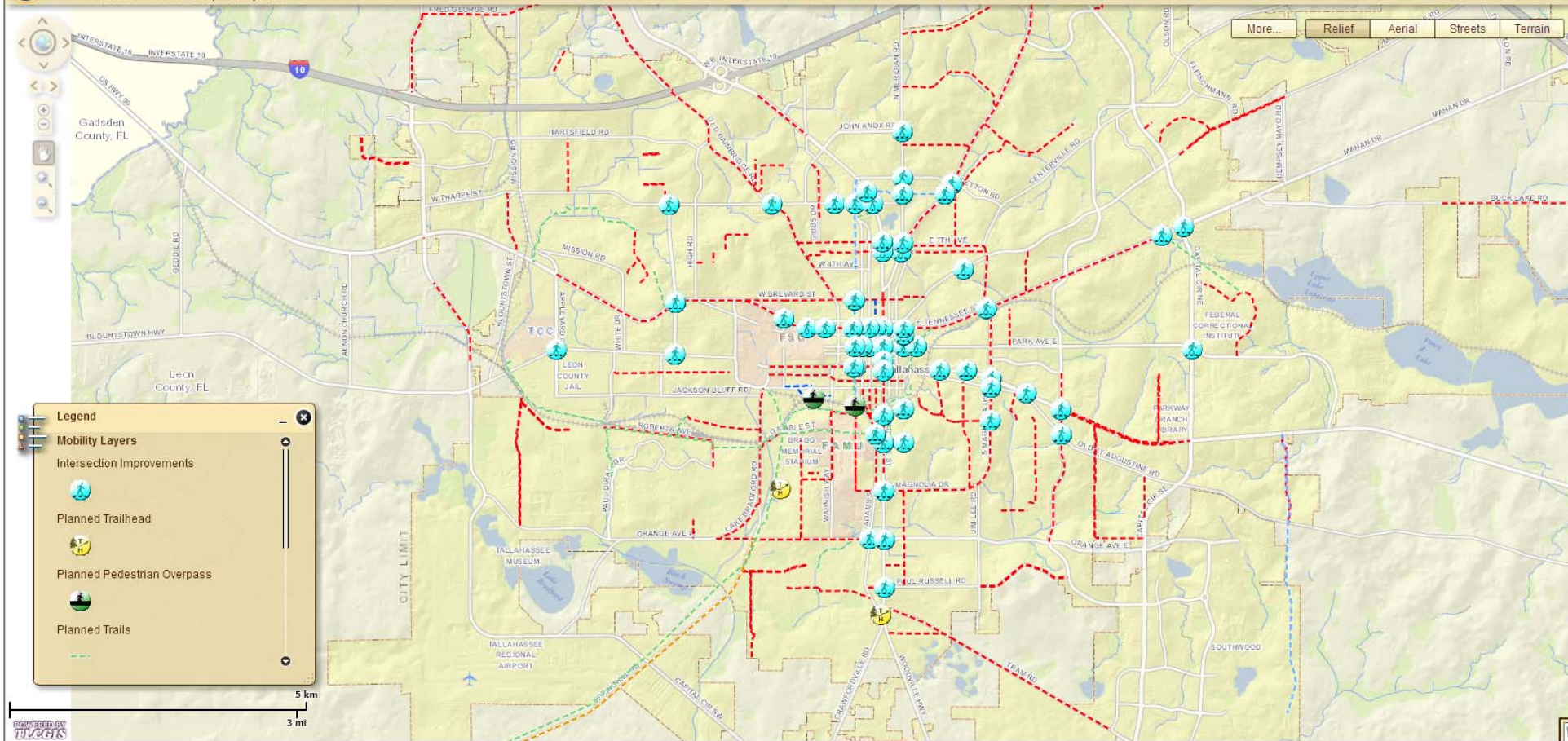
## 2035 Transportation Projects (Region)

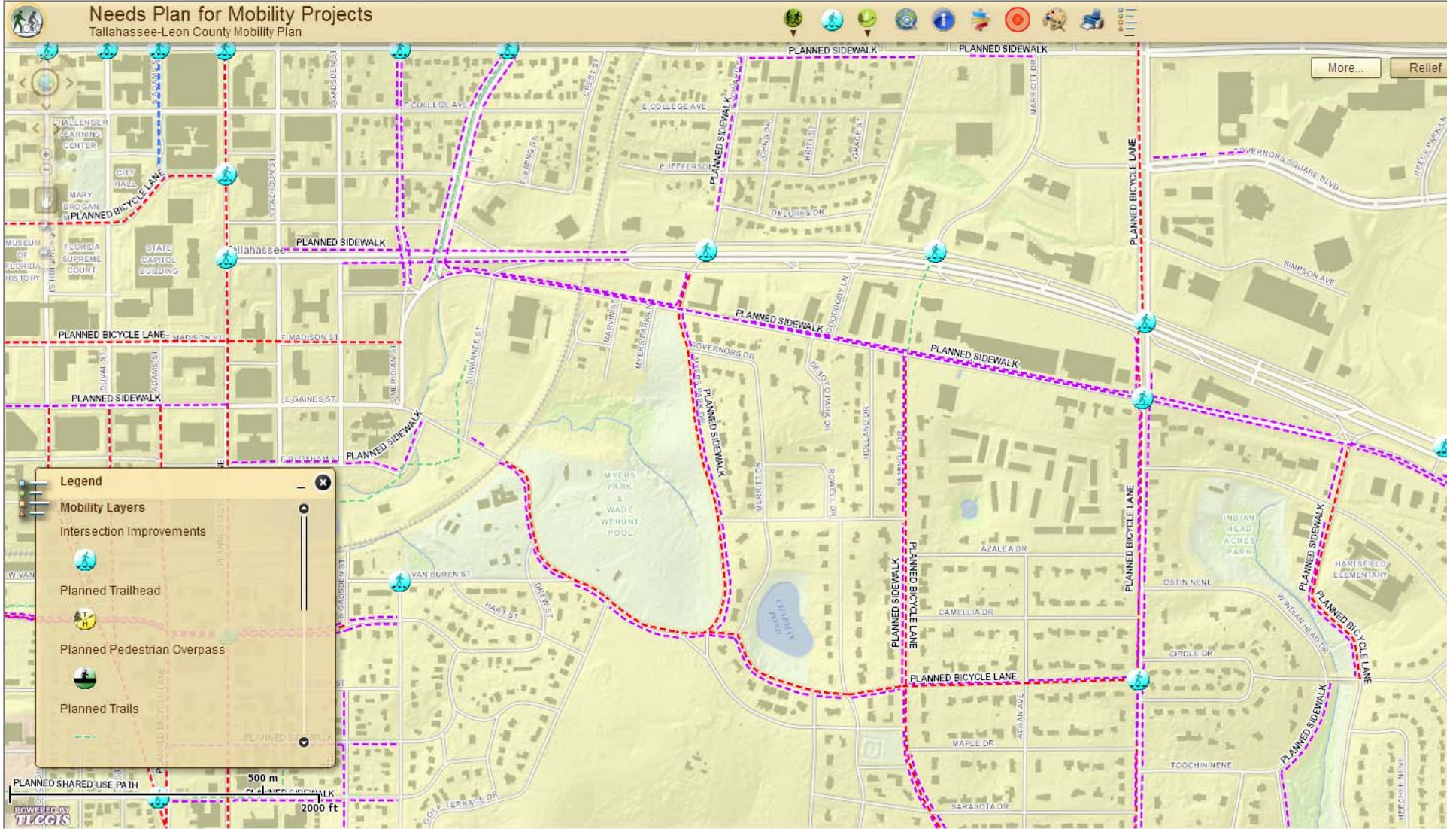
CRTPA Regional Mobility Plan



Needs Plan for Mobility Projects  
Tallahassee-Leon County Mobility Plan







**Legend**

**Mobility Layers**

- Intersection Improvements
- Planned Trailhead
- Planned Pedestrian Overpass
- Planned Trails

### Needs Plan for Mobility Projects

Tallahassee-Leon County Mobility Plan

#### Identify Mobility Layers

Planned Sidewalks  
PROJECT NAME: LAFAYETTE  
STREETSCAPE CONSTRUCTION  
STATUS: UNDER DESIGN  
ESTIMATED COST:  
FUNDING SCHEDULE:  
FUNDING SOURCE: COUNTY, CITY, FDOT  
PROJECT DESCRIPTION:

Planned Sidewalks

#### Legend

Mobility Layers

- Intersection Improvements
- Planned Trailhead
- Planned Pedestrian Overpass
- Planned Trails

The map displays various mobility project layers overlaid on a street grid. Labels include 'PLANNED SIDEWALK', 'PLANNED BICYCLE LANE', and 'PLANNED TRAILHEAD'. A red circle highlights a specific 'Planned Sidewalk' project on a street. The map also shows landmarks like 'MYERS PARK & WADE WEHUNT POOL' and 'HARRISFIELD ELEMENTARY'. A scale bar at the bottom left indicates 500 meters and 2000 feet.

### Needs Plan for Mobility Projects

Tallahassee-Leon County Mobility Plan

#### Identify Mobility Layers

Planned Sidewalks  
PROJECT NAME: LAFAYETTE  
STREETSCAPE CONSTRUCTION  
STATUS: UNDER DESIGN  
ESTIMATED COST:  
FUNDING SCHEDULE:  
FUNDING SOURCE: COUNTY, CITY, FDOT  
PROJECT DESCRIPTION:

Planned Sidewalks

#### Legend

##### Mobility Layers

- Intersection Improvements
- Planned Trailhead
- Planned Pedestrian Overpass
- Planned Trails

The map displays various mobility project layers overlaid on a street grid. Key features include:

- Planned Sidewalks:** Indicated by purple dashed lines along major roads like E College Ave, E Jefferson St, and E Gaines St.
- Planned Bicycle Lanes:** Indicated by red dashed lines along roads like Madison St, Gaines St, and Indian Head Dr.
- Intersection Improvements:** Marked with blue circular icons at several street intersections.
- Planned Trails:** Shown as green dashed lines.

A red circle highlights a specific intersection on Governor's Dr, and a red arrow points from this intersection to the 'Identify Mobility Layers' popup window.

### Needs Plan for Mobility Projects

Tallahassee-Leon County Mobility Plan

**Identify Mobility Layers**

Planned Sidewalks

PROJECT NAME: LAFAYETTE  
 STREETSCAPE CONSTRUCTION  
 STATUS: UNDER DESIGN  
 ESTIMATED COST:  
 FUNDING SCHEDULE:  
 FUNDING SOURCE: COUNTY, CITY, FDOT  
 PROJECT DESCRIPTION:

Planned Sidewalks

**Legend**

Mobility Layers

- Intersection Improvements
- Planned Trailhead
- Planned Pedestrian Overpass
- Planned Trails



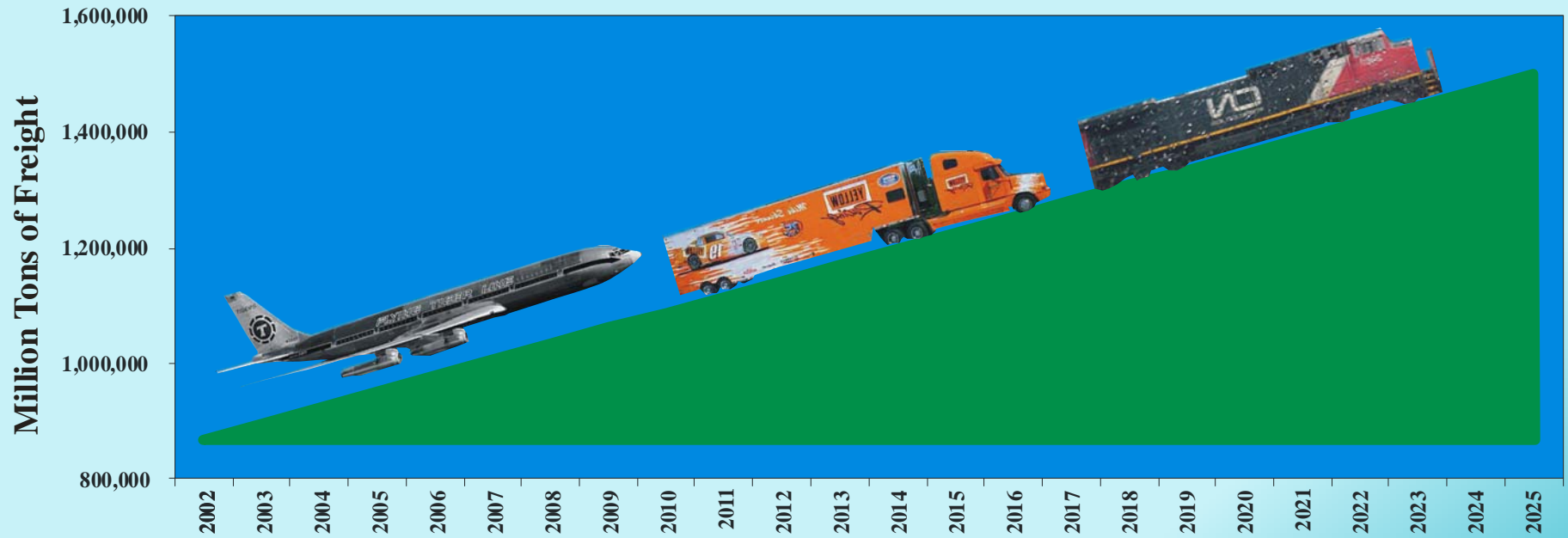
*“Connecting People and Places”*

# Economic Development and Rail Freight

# Regional Mobility Plan

## Freight Movement

78% increase to  
1.5 million tons (annually) by 2025



# CSX - Building Rail back into Florida



# CSX Transportation Today



- Operates in 23 states, the District of Columbia and two Canadian provinces
- 22,000-mile rail network
- 36 major classification yards and terminals
- 32,000 employees
- 3,700 locomotives
- 103,000 freight cars



*“Connecting People and Places”*

**Questions?**

# Suburban Arterials

- Function within RMP Vision
- Existing Conditions & Trends
- Recommendations for Actions
- Benefits (Fiscal Sustainability, “Livability”) of Actions

Travel Mode	LOS
Auto	E
Bicycle	E
Pedestrian	E
Transit	E

# Recommendations for Actions

## Suburban Arterials



Travel Mode	LOS
Auto	C - D
Bicycle	B - C
Pedestrian	B - C
Transit	B - C

Suburban Flex-Streetscape

# Suburban Flex-Streetscape

## Pioneers & Precursors

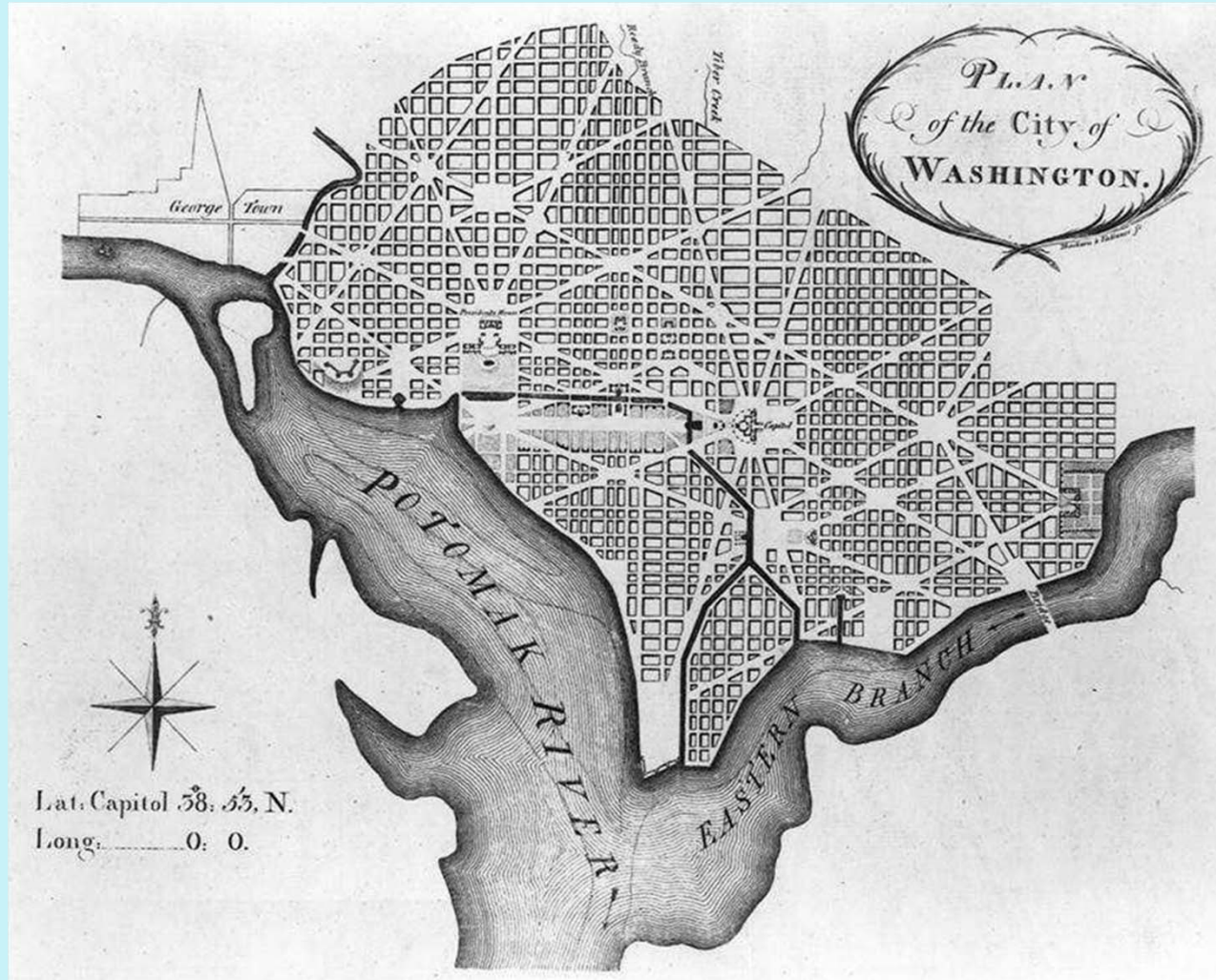


# Recommendations for Actions

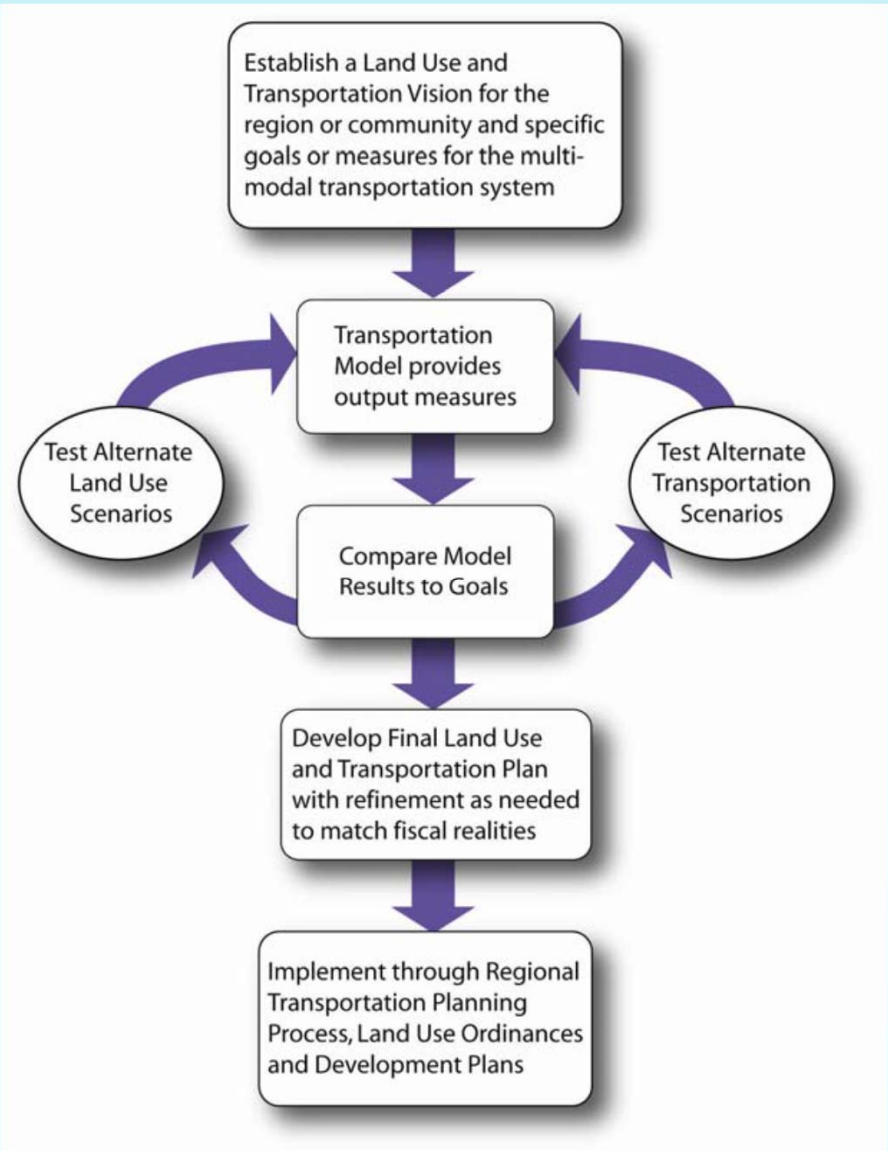


- Enhanced roadway capacity & safety
- Enhanced business economics
- Compact development
- Reduced reliance on hydrocarbons
- More active transportation, hence population

*Connecting People and Places*

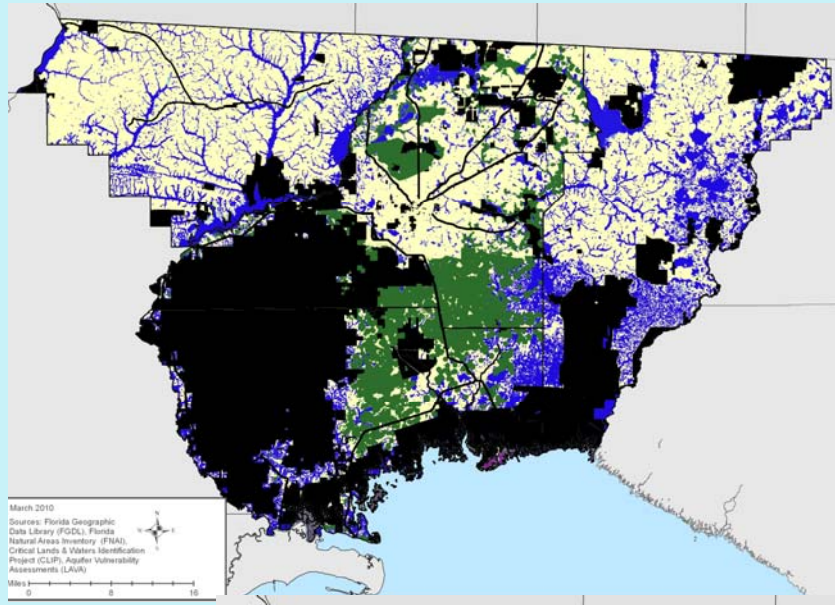


*Connecting People and Places*

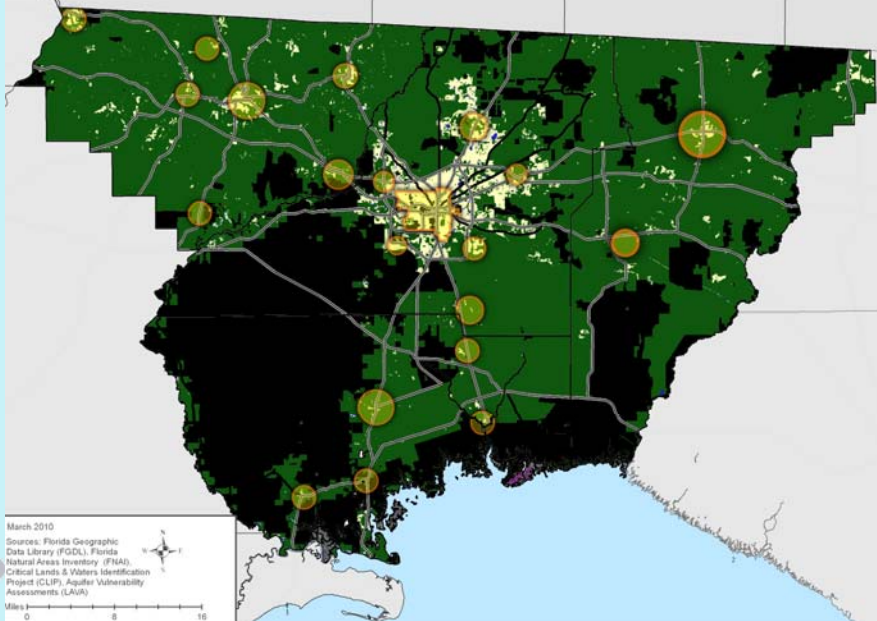
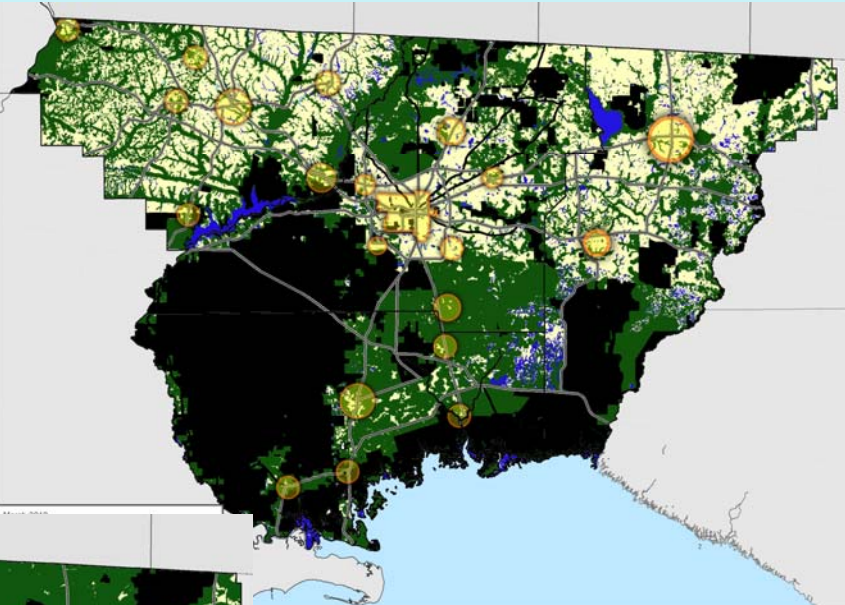


*Connecting People and Places*

Business As Usual



Quality Growth



Quality Growth Plus

**MPOAC TRANSPORTATION  
REVENUE STUDY**



**CRTPA BOARD RETREAT**

**October 15, 2012**

# Revenue Study History

2008

- **Florida Senate Bill 1688**
- 13 member Commission consisting of appointees and representatives of various statewide organizations
- State general revenue funds to finance the study

2009

- **Florida Senate Bill 582**
- 13 member Commission consisting of appointees and representatives of various statewide organizations
- Federal metropolitan planning funds to finance the study

2010

- **January 2010 MPOAC Governing Board agrees to proceed without state legislation**
- Study commenced June 2010 with the Center for Urban Transportation Research at the University of South Florida
- Revenue Study Advisory Committee established
- Federal metropolitan planning funds to finance the study

# Purpose

- Develop legislative approaches to implement a set of revenue measures that address transportation funding needs in Florida.
- Recommendations will focus on the identification of sustainable, innovative and acceptable measures to assist in meeting the mobility needs for Floridians.

# Revenue Study Advisory Committee

- Florida Airports Council
- Florida Transportation Builders Association
- Florida Chamber of Commerce
- Florida League of Cities
- Floridians for Better Transportation
- Florida Association of Counties
- The Nature Conservancy in Florida
- Florida Trucking Association
- MPOAC Staff Directors Representative - Chair
- Florida Ports Council
- Chair MPOAC Governing Board
- Florida Transportation Commission
- American Public Works Association, Florida Chapter
- Florida Public Transportation Association
- Florida Regional Councils Association

MPOAC TRANSPORTATION  
REVENUE STUDY

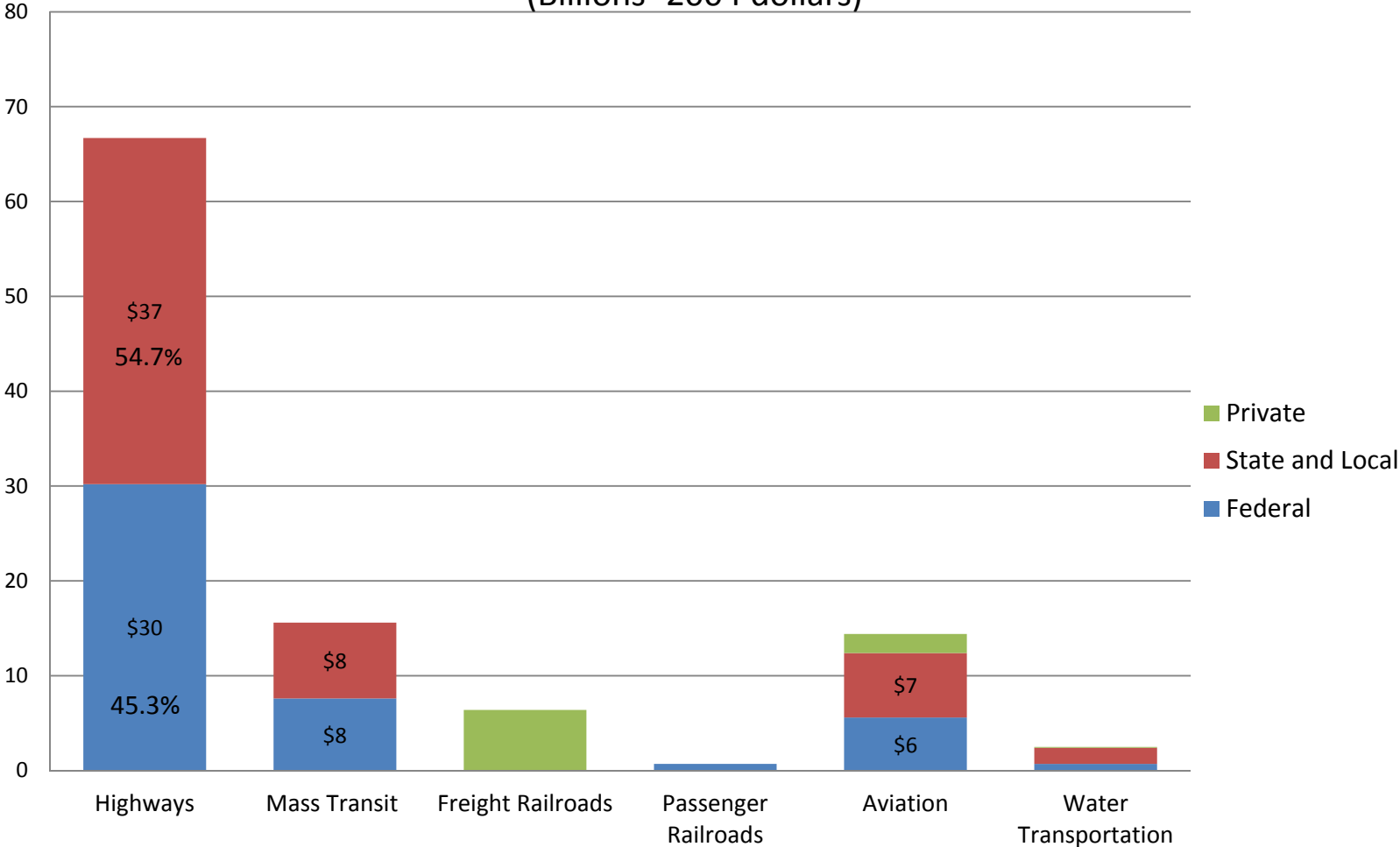


## **FEDERAL REVENUE SOURCES**

# National Funding Sources

## U.S. Transportation Investments by Source

(Billions -2004 dollars)



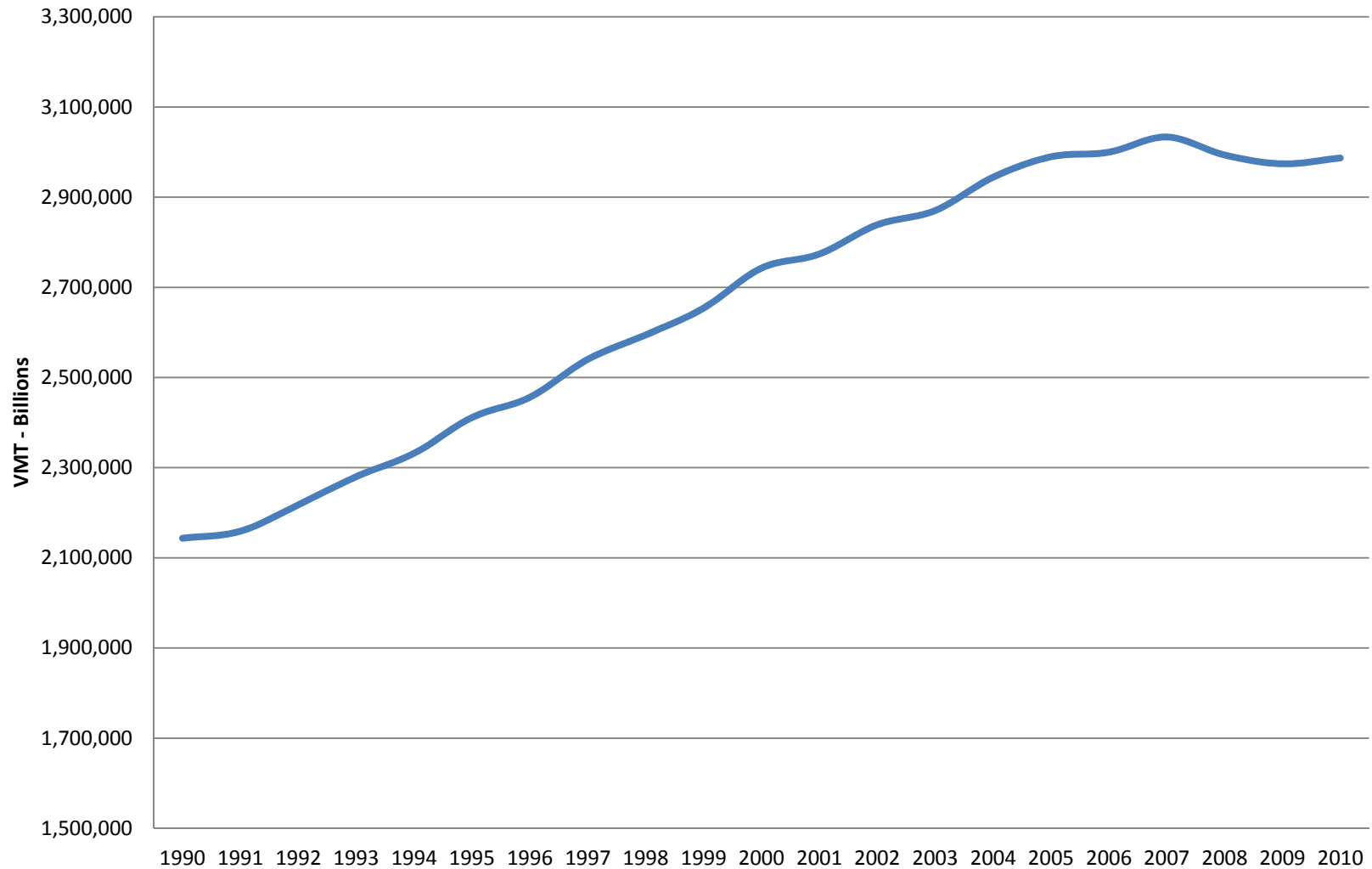
Source: "Issues and Options in Infrastructure Investment," CBO, 2008

# Critical Federal Transportation Funding Issues

- Revenues from the tax on highway fuels represent 90 percent of the receipts that accrue to the Federal Highway Trust Fund
- Revenues linked to vehicle miles traveled and vehicle fleet efficiency (fuel use)
- Federal highway taxes flat cents per gallon, not adjusted for inflation and not adjusted since 1997
  - 18.4 cents gasoline
  - 24.4 cents diesel
- Highway Trust Fund balance has been in a steady decline requiring federal General Fund infusions to ensure its solvency
  - \$8.017 billion in September 2008
  - \$7 billion in August of 2010

# Highway Travel Trends

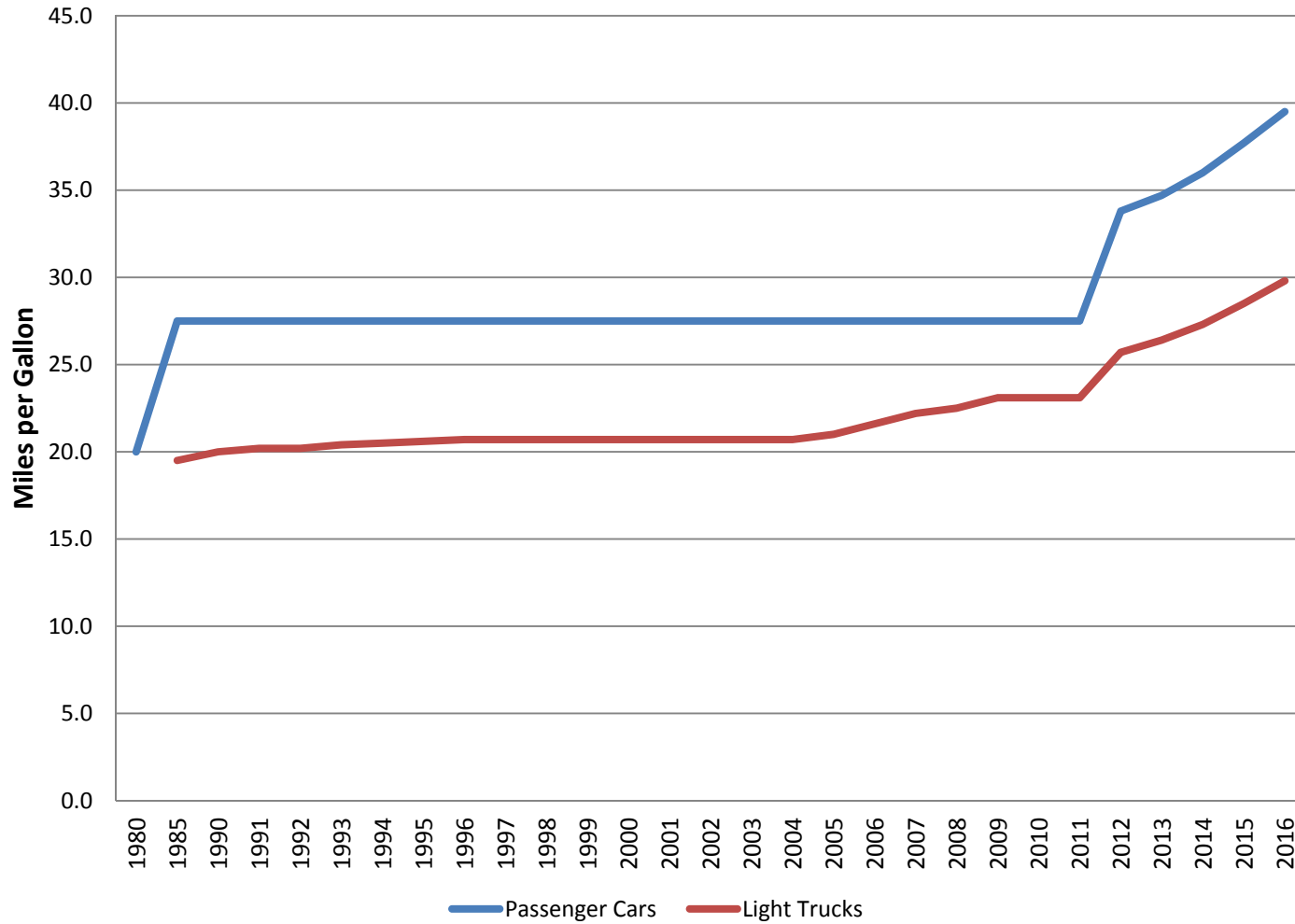
## U.S. Vehicle Miles Traveled



Source: USDOT, Federal Highway Administration, "Traffic Volume Trends," August 2010

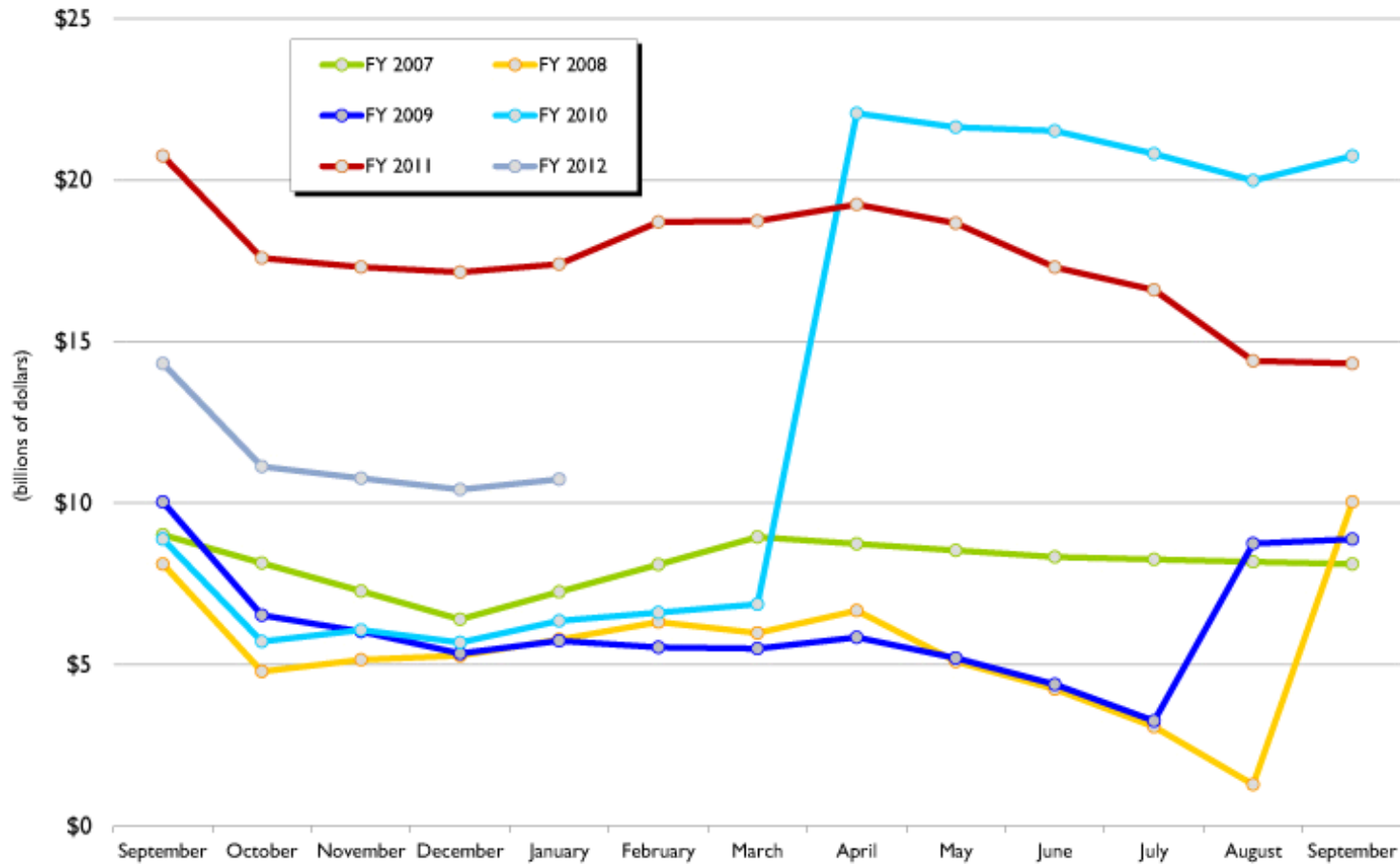
# Fuel Efficiency

## Corporate Average Fuel Efficiency Standards 1980 - 2016



# Federal Trust Fund Balances

## Highway Account Balance



Ending balance for FY 2008 includes \$8.017 billion transferred from the General Fund in September pursuant to Public Law 110-318.

Ending balance for FY 2009 includes \$7 billion transferred from the General Fund in August pursuant to Public Law 111-46.

Ending balance for FY 2010 includes \$14.7 billion transferred from the General Fund in April pursuant to Public Law 111-147.

Source: USDOT, Federal Highway Administration

MPOAC TRANSPORTATION REVENUE STUDY

MPOAC

MPOAC TRANSPORTATION  
REVENUE STUDY

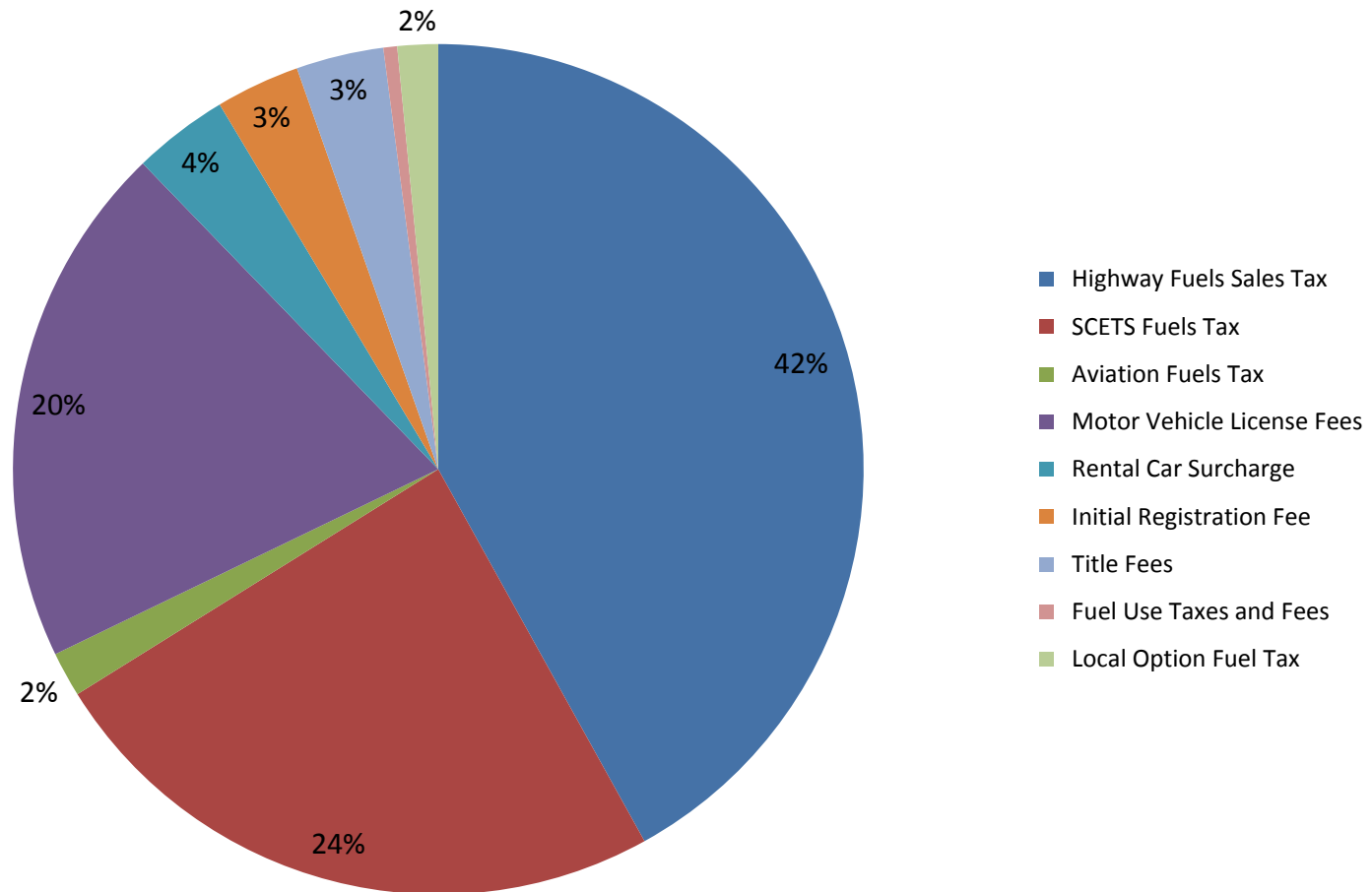
The logo for MPOAC, consisting of a dark blue oval with the letters "MPOAC" in white, centered within a yellow rectangular background.

MPOAC

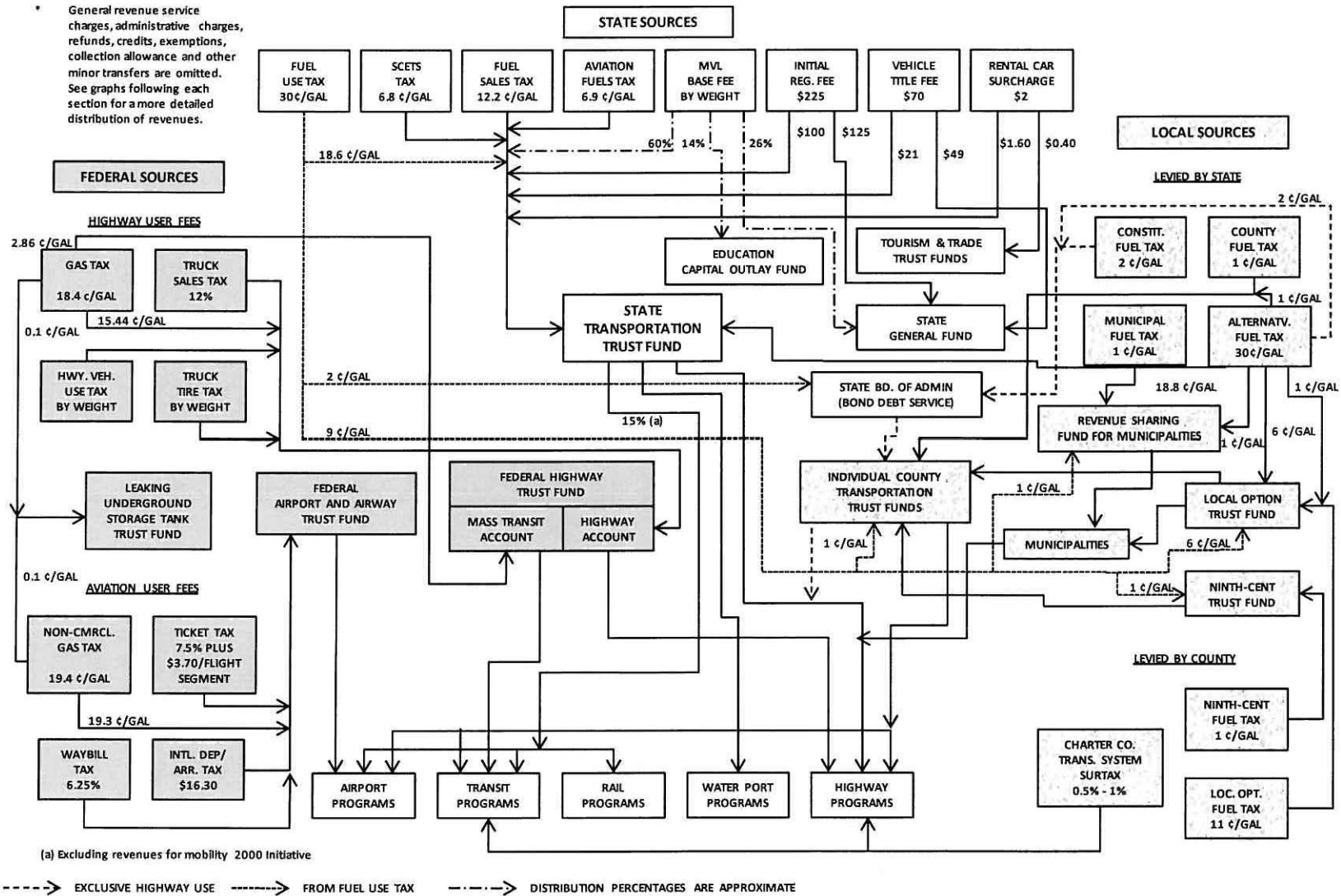
# STATE OF FLORIDA REVENUE SOURCES

# State of Florida Transportation Funds

## State Transportation Trust Revenue Sources - FY 2010 -11

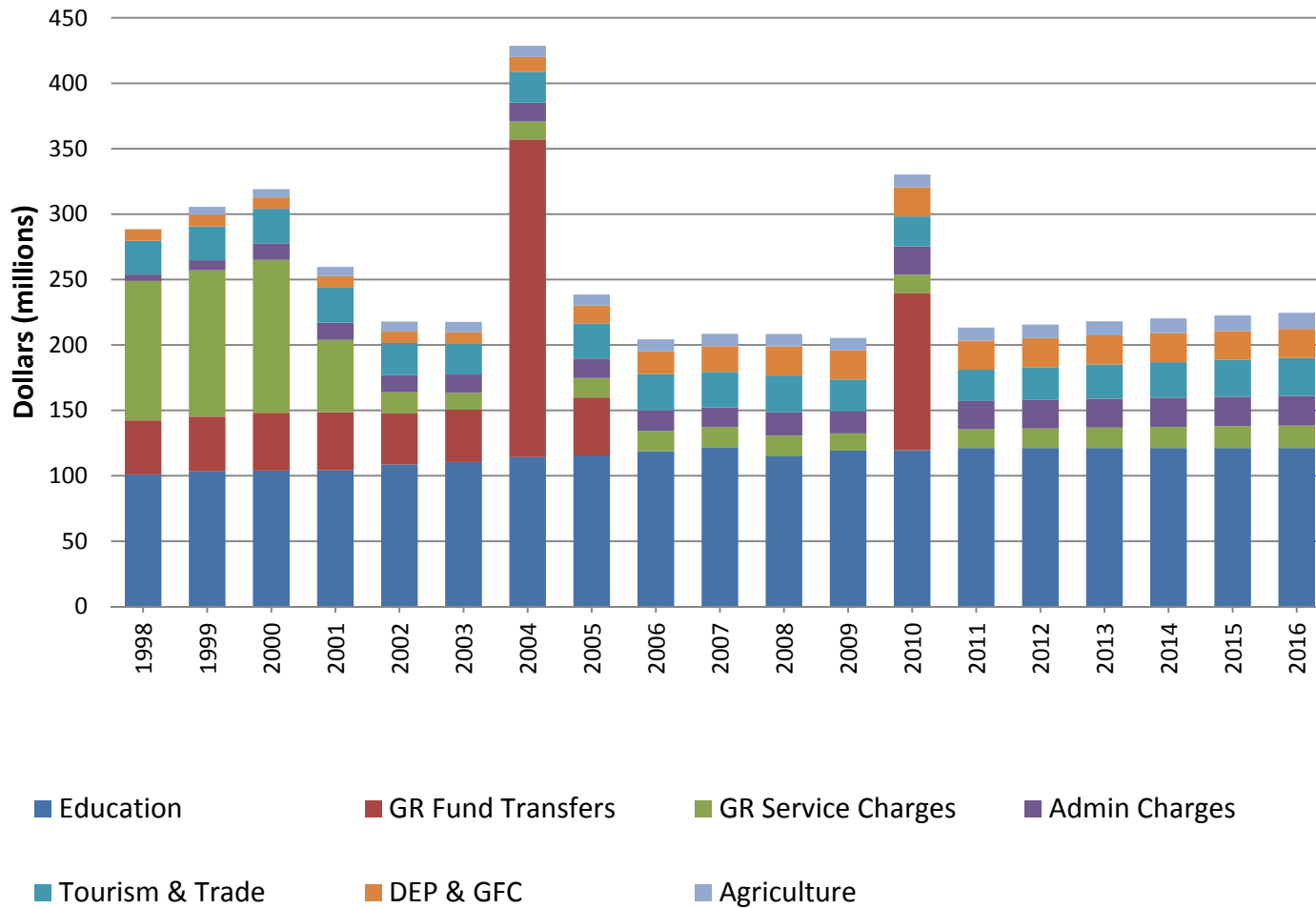


## 2011 TRANSPORTATION TAX SOURCES – PRIMARY\* DISTRIBUTION AND USE



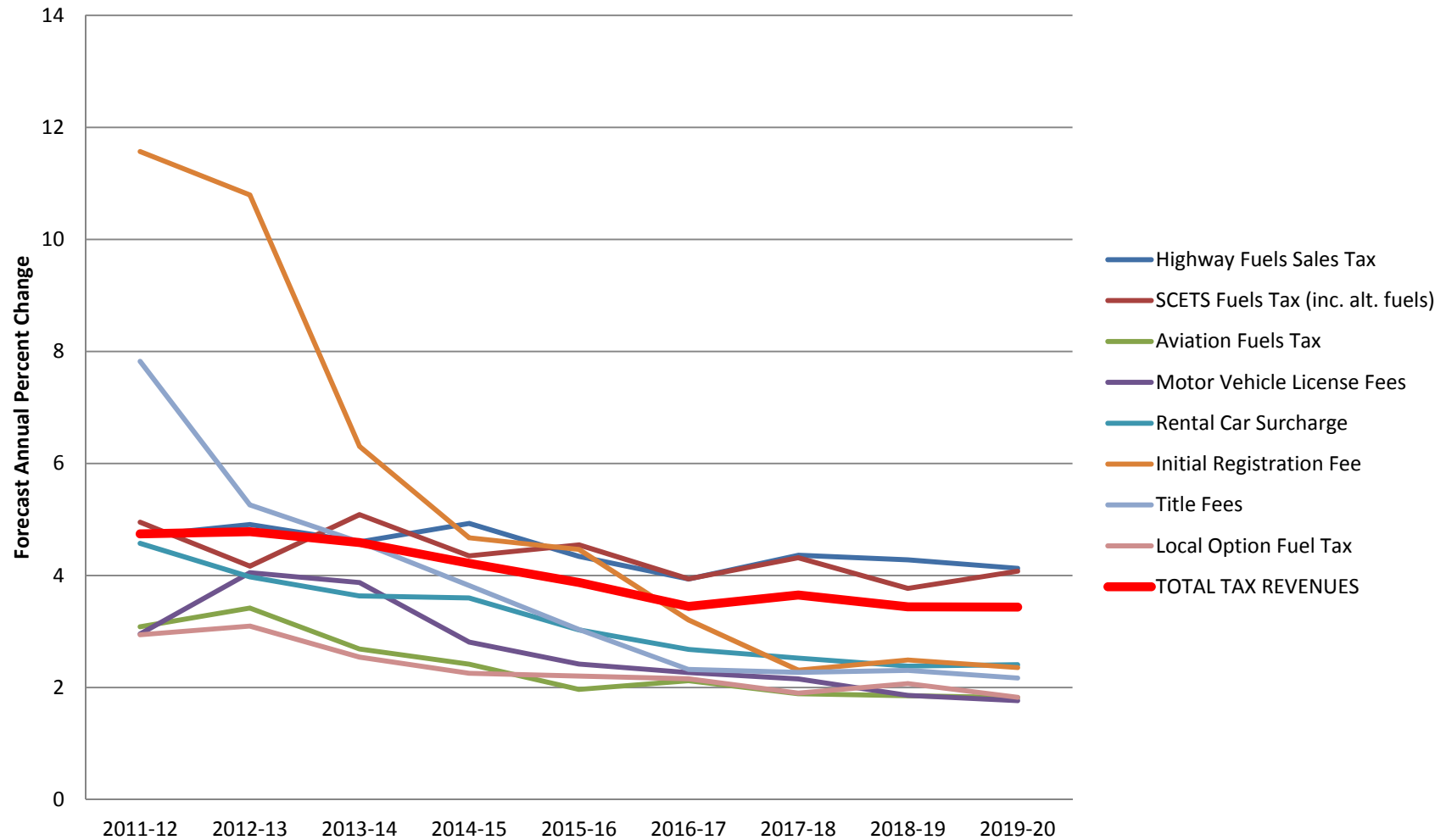
# Florida Transportation Fund Diversion

## Transportation Funds Used for Other Purposes

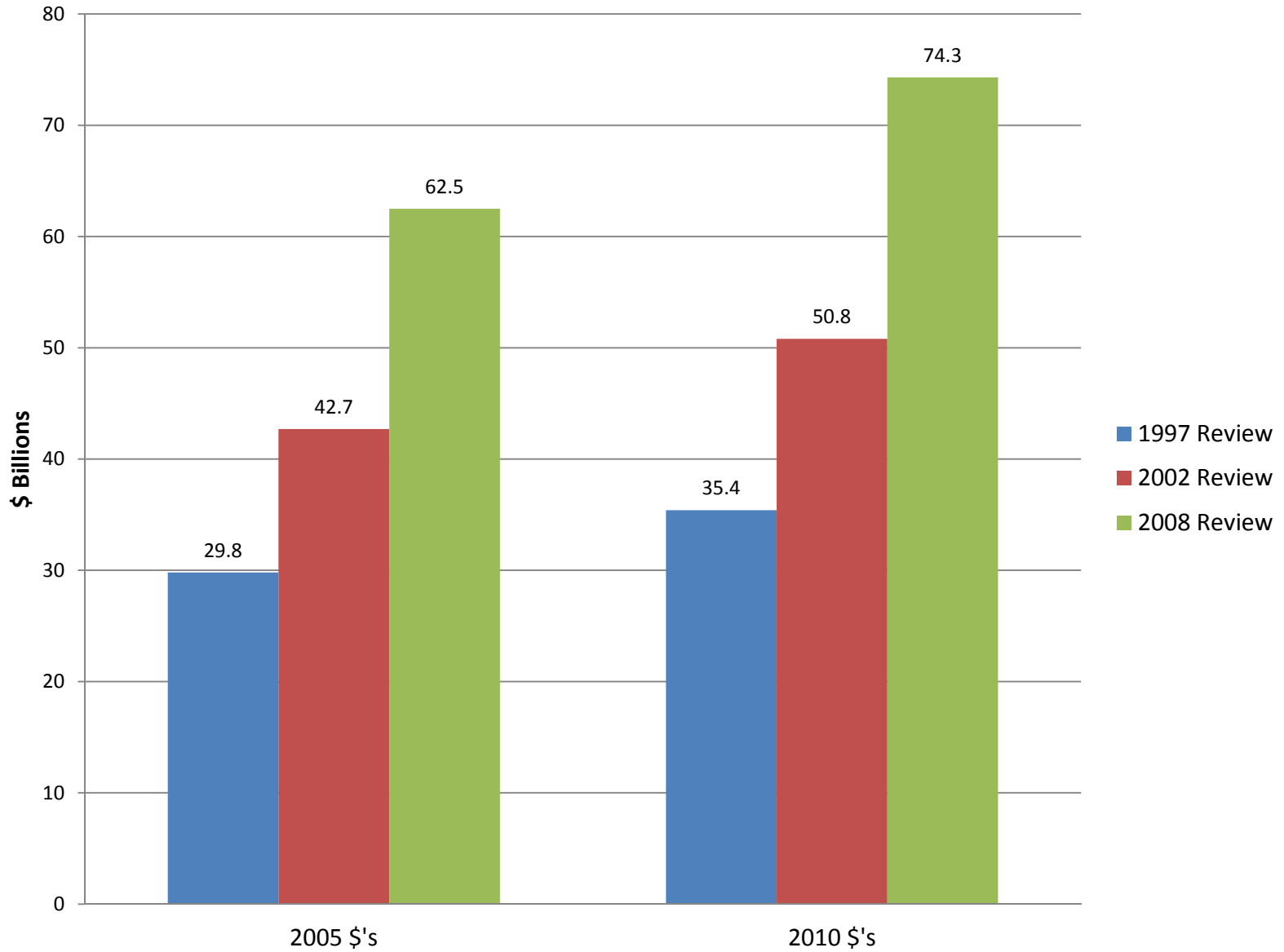


# State Revenue Forecasts

## Revenue Estimating Conference Forecast - August 2010



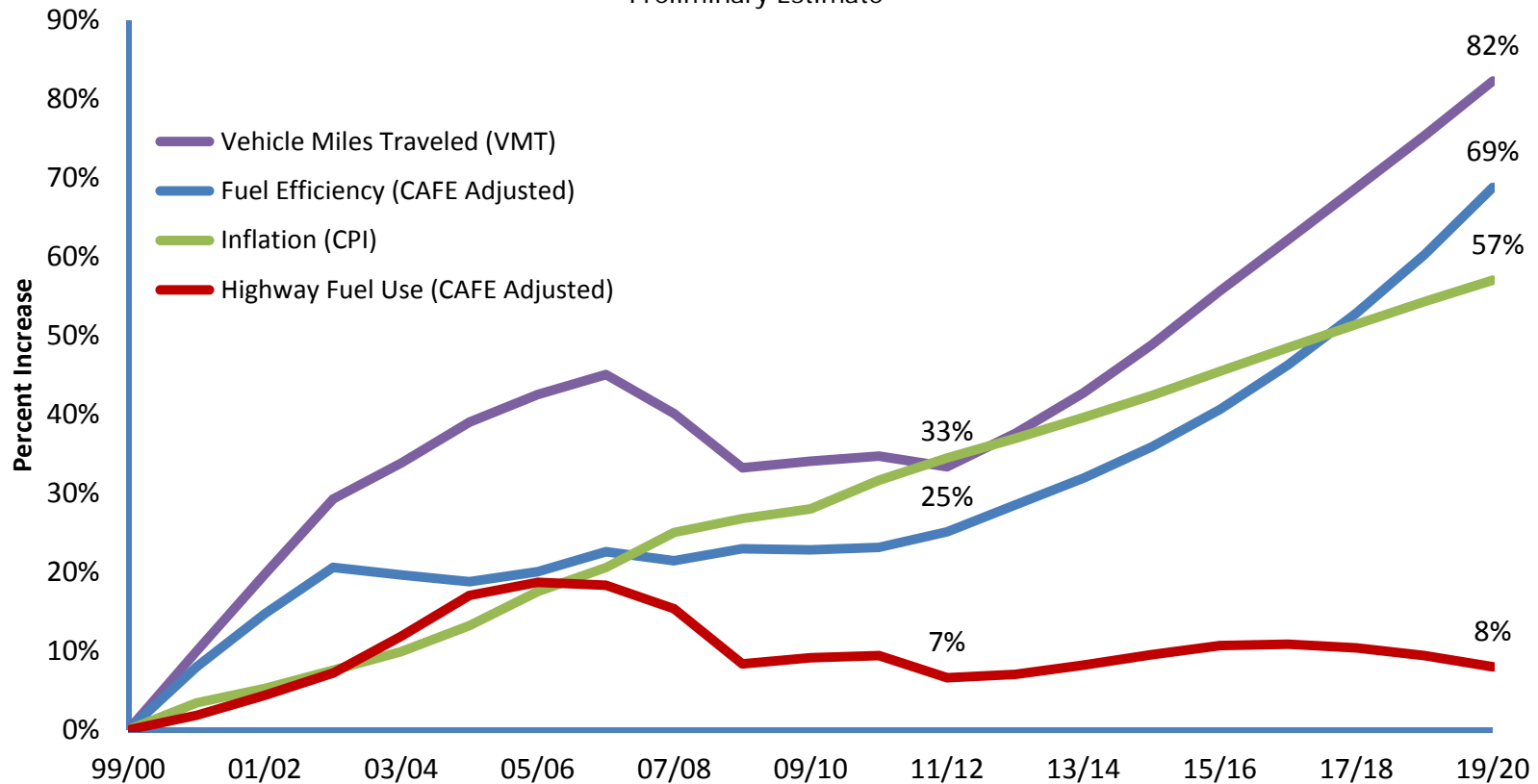
# Florida Metro Area Transportation Funding Shortfall Estimates



# State Trust Fund Purchasing Power

## Variables Affecting The Purchasing Power of Transportation Revenues

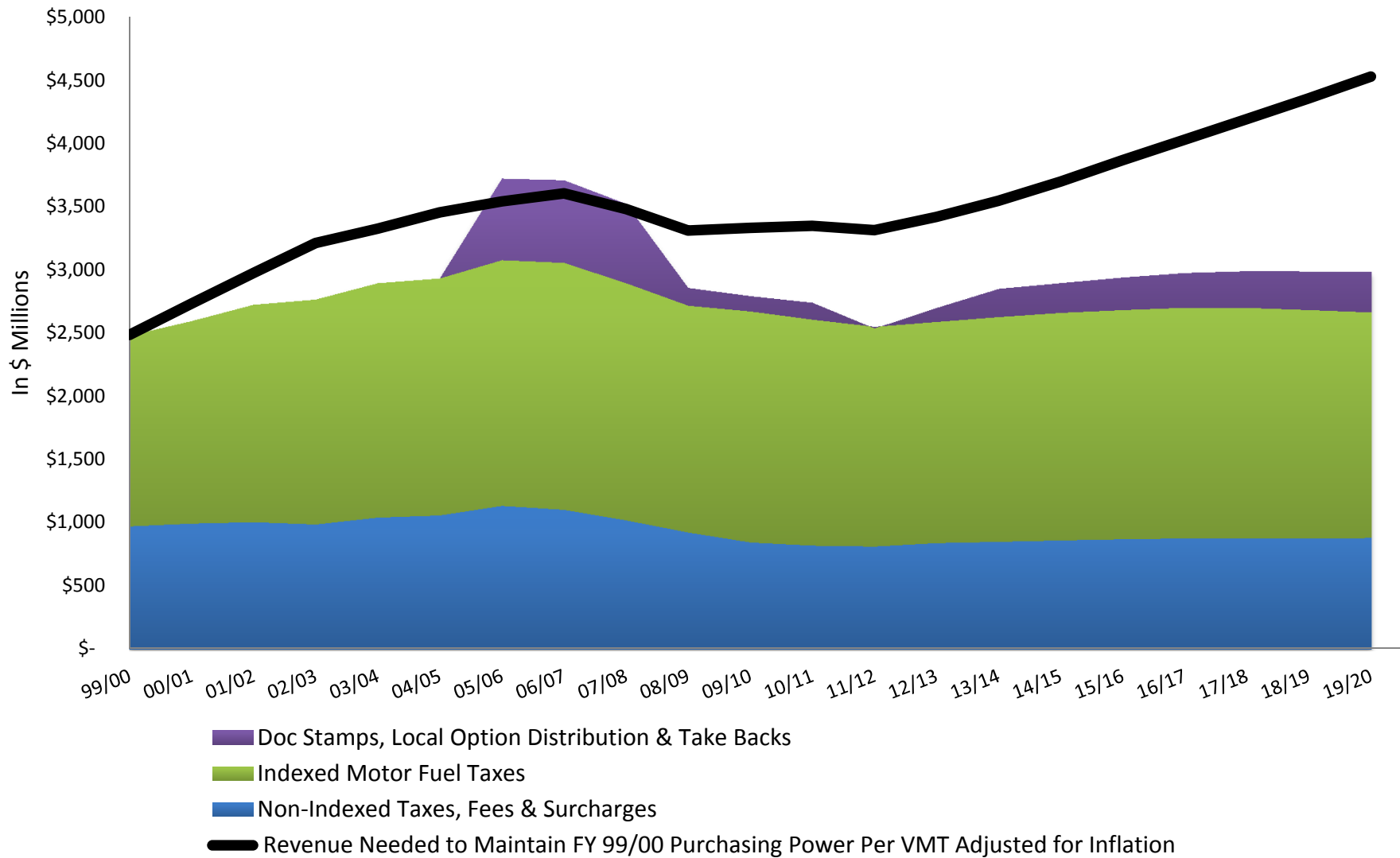
Sources: FDOT 2009 Source Book of Florida Highway Data, Oct 2011 REC & 2012-2025 CAFE Preliminary Estimate



# State Transportation Taxes & Fees

## \$12.1 Billion In Lost Purchasing Power

In Current \$ - Adjusted for Growth In Vehicle Miles Traveled



**Transportation Taxes and Fees**  
**Purchasing Power Value Lost Due to Inflation**  
**Rate Increases Required to Restore Lost Purchasing Power**

Table Excludes the Surcharges to General Revenue Enacted in 2009

Tax/Fee	Rate (to STTF)	Unit of Measure	Last STTF Rate Increase	Years Since Last Increase	CPI-U Index Level	Inflation Adjusted Value of \$1.00	To Restore Original Purchasing Power		
							% Rate Increase Needed	Inflation Adjusted Rate	Rate Increase Needed
State Fuel Use	12.3	per gal	2011	0	224.9	\$1.00	0%	12.3	0.0
SCETS	6.8	per gal	2011	0	224.9	\$1.00	0%	6.8	0.0
Off Highway	12.0	per gal	2011	0	224.9	\$1.00	0%	12.0	0.0
Federal Highway Fuel	18.4	per gal	1997	14	160.5	\$0.71	40%	25.8	7.4
Federal Highway Diesel	24.4	per gal	1997	14	160.5	\$0.71	40%	34.2	9.8
Local Option Fuel	12.0	per gal	1993	18	144.5	\$0.64	56%	18.7	6.7
Title Fee	various	one time	1991	20	136.2	\$0.61	65%	various	various
Aviation Fuel	6.9	per gal	1990	21	130.7	\$0.58	72%	11.9	5.0
Initial Registration Fee	\$100.00	one time	1990	21	130.7	\$0.58	72%	\$172.07	\$72.07
Rental Car Surcharge	\$2.00	per day	1990	21	130.7	\$0.58	72%	\$3.44	\$1.44
MVL Fees	various	annual	1983	28	99.6	\$0.44	126%	various	various
Municipal Fuel	1.0	per gal	1971	40	40.5	\$0.18	455%	5.6	4.6
Constitutional Fuel	2.0	per gal	1943	68	17.3	\$0.08	1200%	26.0	24.0
County Fuel	1.0	per gal	1941	70	14.7	\$0.07	1430%	15.3	14.3

Purchasing Power Calculations for Non-Indexed Taxes & Fees Are Calculated Using April 2011 CPI Index of 224.9.

The 2010 General Revenue Surcharges imposed on MVL Fees, Initial Registration Fees, Title Fees and Rental Car Surcharges are excluded from this analysis since they did not impact the purchasing power of the respective share of revenues directed to the State Transportation Trust Fund.

# MPOAC Revenue Study Action

- At its April 26, 2012 meeting, the MPOAC took the following action:
  - Transmit to the Legislature / Governor information on the State's unfunded transportation needs and the 14 options to reduce the funding shortfall.
  - Initiate legislative action on the top six revenue options to implement those items.

# MPOAC Revenue Study Selected Options

Revenue Option	8 yr Total (\$millions)	Annual Average (\$millions)
<b>Index All Fuel Taxes not Currently Indexed - Local</b>	<b>918</b>	<b>115</b>
<b>1 Cent Municipal Optional Sales Tax- Local</b>	<b>6,637</b>	<b>830</b>
<b>2 Cent Fuel Tax Increase per Year – 5 Years (10 cents) Indexed - State</b>	<b>6,424</b>	<b>803</b>
<b>VMT Study</b>	<b>–</b>	<b>–</b>
<b>5 Cent Local Diesel Tax - Local</b>	<b>576</b>	<b>72</b>
<b>Return MVL, Reg., Title increases to STTF (From GR to STTF)</b>	<b>3,301</b>	<b>413</b>
State Sales Tax@ 6% in Lieu of Fuel Taxes, w/ floor State	1,087	136
Toll Rate Making	–	–
Regional Trans Financing Authority @ \$100mill/ yr	3,200	400
Sales Tax on Motor Vehicle Parts & Services (From GR to STTF)	5,331	666
Sales Tax BEV to STTF (From GR to STTF)	73	9
County \$10 Reg. Fee - Local	1,242	155
Alt. Fuel Decal Expansion - State	204	26
\$100 mill in New Toll Projects	2,450	306

# Top 6 Revenue Options

- **Index All Fuel Taxes not Currently Indexed**

In addition to the State taxes mentioned above, there are several different local option taxes levied on a per gallon basis in addition to the Constitutional Fuel Tax (2 cents per gallon), County Fuel Tax (1 cent per gallon) and the Municipal Fuel Tax (1 cent per gallon). The Constitutional, County and Municipal taxes are collected by the State for distribution to local governments. None of these or the local option fuel tax is indexed to the CPI. This option would index them on the same basis as the State Fuel Sales Tax and the SCETS, providing local governments with the same inflation hedge enjoyed by the STTF and generating approximately \$115 million annually for investment in transportation infrastructure. Some of these user fees have not been adjusted since the 1940s.

- **One Cent Municipal Optional Sales Tax**

Under current Florida Statute, Charter Counties and those included in a Regional Transportation Authority district may elect to impose up to a one percent sales tax on items up to \$5,000 with revenues available for transportation uses. This option would extend that flexibility to cities with a population of 150,000 or more, but could not be duplicative of any County transportation sales tax. For example, today Miami-Dade County voters approved a one-half percent sales tax. If the City of Miami wanted to put this in place, it would be limited to an additional one-half percent. In counties without a city with a population of 150,000, the option would be available to the largest municipality in that county based on the latest available census. If fully implemented, it could generate approximately \$830 million to cities in total.

- **Two Cent Fuel Tax Increase per Year – 5 Years (10 cents) Indexed for Inflation**

Implementation would raise the State Highway Fuels Sales Tax from the current rate of 12.6 cents per gallon by 2 cents per year for the next five for a total 10 cent increase. This tax is currently adjusted annually by the Consumer Price Index (CPI) as is the State Comprehensive Enhanced Transportation System (SCETS) Tax which is currently at 6.9 cents per gallon. Additional forecast revenues of approximately \$183 million in 2013 growing to \$1.17 billion by 2020 for the State Transportation Trust Fund (STTF).

# Top 6 Revenue Options

- **Vehicle Miles Traveled Study (VMT)**

This recommendation is to have the Legislature commission and fund an extensive effort to deal with the systemic issues of fuel taxes becoming less sustainable as a primary surrogate for a transportation user fee. While fuel taxes served as an adequate substitute for a true user fee for decades, significant increases in mandated vehicle fuel efficiency and the introduction of all electric and plug-in hybrid vehicles are eroding transportation revenues. It is recognized that there are significant concerns over the concept of charging users of the highway system based on each mile traveled. These include privacy of citizens, the cost of implementing such a system, and institutional issues associated with revenue sharing. This effort is intended to address these issues at a minimum, deploy a demonstration of the concept and develop a business plan and implementation roadmap to move Florida to a VMT-based system.

- **Five Cent Local Diesel Tax**

Local option tax rates are fixed in State Law to provide diesel fuel tax rate consistency among counties for purposes of administering the provisions of the International Fuel Tax Agreement. The local option diesel tax rate is currently 7 cents per gallon, while the statewide average for local option gasoline taxes has risen to 9.6 cents per gallon. There has long been recognition that a higher per gallon rate on diesel fuel is appropriate, as the major users of the fuel are heavy trucks. For example, the federal gasoline tax is 18.4 cents per gallon and 24.4 cents for diesel because of the distinction of the demands that are placed on the highway system by heavy trucks and light duty vehicles. This option would establish an additional five cent diesel fuel tax in each county, and the revenues would be required to be expended on projects that serve or enhance commercial highway traffic. This dedicated local source of funding could be used to encourage economic development and improve existing commercial operations. It is estimated to generate about \$72 million per year to Florida's counties.

- **Return Motor Vehicle License, Registration and Titling Fee Increases to the State Transportation Trust Fund**

This recommendation would redirect the increases in the fees that were enacted in 2009 from the State General Revenue Fund to the STTF. These fees have historically been dedicated to the transportation system as a method to further the concept of user fees supporting the transportation system. After a 20 year hiatus of fee adjustments (30 years for registration fees), they were raised in 2009 with the incremental revenue being used to help solve the general budget crisis due to the economic recession. With increasing pressures on transportation funding sources coupled with growing needs, action was taken in the 2012 session of the Florida Legislature to restore a portion of these traditional STTF funds. While the most Title Fees will be remitted to the STTF yielding about \$200 million per year, the Motor Vehicle License Fee and Surcharge increases along with the Initial Registration Fee increase are recommended to be returned as well. The annual estimated revenue impact to the STTF is \$413 million.

# Remaining Revenue Options

State Sales Tax@ 6% in Lieu of Both State Fuel Taxes, with a “Floor”

Toll Rates – Transfer toll setting to Florida Transportation Commission

Regional Transportation Financing Authorities

Sales Tax on Motor Vehicle Parts & Services – Shift from General Revenue Fund

Shift Sales Tax on Battery Electric Vehicles to the State Transportation Trust Fund

\$10 County Vehicle Registration Fee

Alternative Fuel Decal Expansion

Invest \$100 million of Incremental Revenue in New Toll Projects

# MPOAC TRANSPORTATION REVENUE STUDY



## **QUESTIONS?**

FOR MORE INFORMATION CONTACT:

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(850) 414-4062 Office

<http://www.mpoac.org/revenuestudy/>