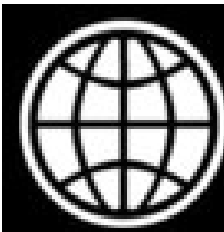




US Federal Government Public Transport Program



-
- **Program structure, roles and responsibilities**
 - **Sources and uses of funds**
 - **Metropolitan planning, programming**



The Problem

- Big, complicated, rapidly growing country
 - About 300 million people
 - 50 very different states
 - 375+ very different metropolitan areas with >50,000 population
 - 50+ complex metropolitan areas with >1,000,000 population
- Increasingly immobile



Federal system

- U.S. Federal Government responsibilities include:
 - Defense, foreign policy
 - Interstate commerce, etc.
- States responsible for anything not specifically given to Federal Government, e.g.,
 - Transportation
 - Social welfare



Why is US Government Involved?

Preamble to Federal Transit Act

12 -It is in the interest of
13 the United States, including its economic interest, to fos-
14 ter the development and revitalization of public transpor-
15 tation systems that—

16 “(1) maximize the safe, secure, and efficient
17 mobility of individuals;

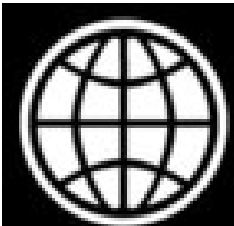
18 “(2) minimize environmental impacts; and

19 “(3) minimize transportation-related fuel con-
20 sumption and reliance on foreign oil.”.



Federal Highway Program

- Role of Federal Government ramped up after WWII
- Interstate Highway System and Highway Trust Fund Created in 1956
- Grew with the addition of categorical programs (e.g., Federal-aid secondary roads, traffic operations and safety) and more \$ over time
- Partnership among Federal and state (and, to a much smaller degree, local) governments



Federal Transit Program

- Dates from 1964
- Began as modest research and “demonstration,” suburban rail loan program
- Modeled on much older Federal highway program
- Partnership among Federal, state and local governments



Nature of Partnership

Projects and all systems planned, developed, implemented and owned by:

- State DOT's
 - Highways, some transit
- Local governments, regional agencies
 - Most transit, portion of street/road/highway system



Nature of Partnership

- Federal Government shares in cost of capital projects, usually 80%
- Uses a variety of means to ensure consistency with Federal program goals, objectives and policies



Program Structure: Funds Largely Allocated by Formula

- Main formula allocation factors
 - Highway program:
 - Miles of systems, including National Highway System
 - Urban, Rural Population
 - Area



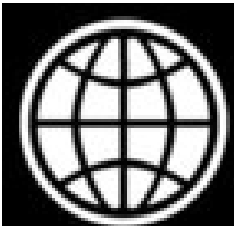
Program Structure: Funds Largely Allocated by Formula

- Main formula allocation factors
 - Transit:
 - Population
 - Population density
 - Current “fixed guideway” (i.e., rail transit) route miles
 - Revenue vehicle miles of service
 - “Discretionary” program for new mass rapid transit systems and extensions



Program Size (Approx.)

- Highway program: \$40b/yr.
(3,000 FHWA employees)
- Transit program: \$8.7 B/yr.
 - Formula:
 - Basic, general purposes: \$4.5b
 - Mass rapid transit modernization \$1.5b
 - Planning \$60m
 - Discretionary
 - Large bus projects \$1.0b
 - New mass rapid transit \$1.5b
 - Research, administration \$100M
(500 FTA employees)



Sources of Federal Funds

- 18 cents/gallon gasoline and other minor taxes (e.g., tires) into highway trust fund
- Interest earnings
- General revenue for some parts of public transport program



Recipients of Funds

- Highway and flexible funds (e.g., could be used for either highway projects or public transport): the States
- Transit: Mostly regional public authorities, some local governments, some state



Eligible Public Transit Activities

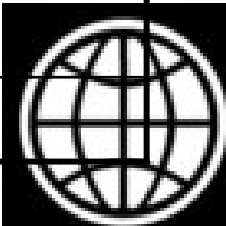
- Capital expenditures
 - Vehicle fleet expansion, replacement, rehabilitation
 - New facilities and facility restoration
 - Depots, passenger stations and terminals
 - Administrative buildings
 - New infrastructure and restoration
 - Mass Rapid Transit
 - Suburban Rail
 - Busways/transitways, bus-only street and malls
 - Major maintenance activities on the above
- Planning and research, engineering
- Technical, management studies



Sources of PT Capital Funds FY2002

\$M

Federal	46%
Transit Program	4,000
Highway Program	20
State	11%
Highway (Gas.) Taxes	80
Other	874
Local/Regional	43%
Municipal Governments	2,036
Regional Authorities	1,800
Total	8,810



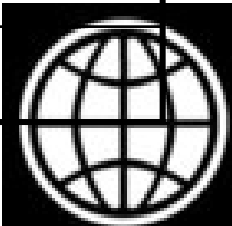
Sources of PT Operating and Maintenance Funds FY2002, \$M

Federal	5%
Transit Program, Other	1,300
State	12%
Highway (Gas.) Taxes	550
Other	2,300
Local/Regional	42%
Municipal Governments	6,900
Regional Authorities	3,300 (usually state enabled taxes)
Revenue Operations	41%
Fares	8,100
Other (e.g., advertising)	1,700
Total	24,150



Sources of Total PT Funds FY2002, \$M

Federal (Approx. 1/2 from Hwy. taxes)	5,320 (17%)
States	3,804 (12%)
Local/Regional	14,036 (44%)
Revenue Operations (fares)	8,800 (27%)
Total	31,960



How to insure consistency with Federal transportation goals and objectives and guarantee maximum return from Federal investments?



Not Project By Individual Project Reviews!!

- Require linked state and metropolitan planning and programming processes to be consistent with Federal goals and objectives
- Link use of infrastructure funds for any purpose to project being part of plan and priority program



Metropolitan Transport Planning Process

- Required in all metropolitan areas >50,000 population
- Additional requirements for metropolitan areas > 250,000 population
- Carried out by Metropolitan Planning, Organization, “MPO”



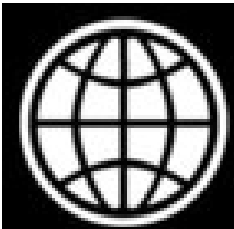
Metropolitan Transport Planning Process (Contd.)

- Metropolitan plans and TIP's folded into required state-wide plans and programs
- Funded (80%) by Federal Transit, Federal Highway programs, total >\$500M/Yr.
- Can only use Federal funds for projects in plan and "Transportation Improvement Program" (TIP) adopted by MPO



Metropolitan Planning Organization “MPO”

- Membership, structure, voting procedures agreed to by State Governor and local officials in each metropolitan area
- Members typically include local mayors and representatives from:
 - Local councils
 - State DOT
 - Regional transit agency (board, staff)
 - Citizens advisory committee



“MPO”

Administrative location of MPO staff varies

- Regional council of (local) governments
- County
- State DOT
- Regional transit authority
- Special purpose agency



“MPO” Adopts (Approves) Three Documents

- Long Range Regional Plan
- Transportation Improvement Program
- Unified Planning Work Program



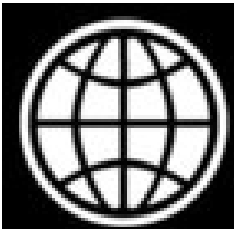
Planning Documents

Document	Time Horizon	Contents	Update Cycle
Long Range Plan	20 Years	Future Strategies, Projects	Every 5 years
Transportation Improvement Program	3 Years	Transport Investments	Every 2 years
Unified Planning Work Program	1-2 Years	Planning Studies	Annually



Requirements for Long Range Plan

- Cover entire metropolitan area
- Multi-modal
- Basis for spending of Federal funds by all agencies and authorities in area
- **Financially constrained**
- Emphasis on long-range capital investments but includes operations management strategies
- Land-use, environmental connections critical



Requirements for Transport Improvement Program

- Derived from long range plan
- Cover entire metropolitan area
- Multi-modal
- Basis for spending of Federal funds by all agencies and authorities
- Financially constrained
- Development process usually reflects readiness of projects, cost-effectiveness and geographic equity



Requirements for Unified Planning Work Program

- Critical planning coordination tool
- Must include all Federally-funded planning activities, regardless of source of funds
 - Transit and highway planning programs
 - Flexible, general purpose assistance programs



USDOT (Federal) Administration of Planning/Programming Requirements

- FTA and FHWA field planners
 - FTA has offices in 10 Regions, FHWA has them in all 50 States +DC and Puerto Rico)
 - routine visits to MPO's, particularly during run-up to major decision milestones, e.g., plan updates, plan, TIP adoption
 - FTA and FHWA field staff often sit as “ex-officio” members of MPO's



Planning/Programming Certification

- Required every four years
- Combines experience from routine document reviews and field visits with special certification document reviews and meetings with staff, MPO Board members and the general public;
- If MPO, process and products do not meet requirements, Secretary has authority to withhold certain Federal transportation assistance funds.



Urban Transport Planning

