Fiscal Year 2012 Budget & Related Reauthorization Provisions

February 16, 2011
Today’s Objectives

- Review FY12 budget and related reauthorization proposals
- Highlight other important programs and provisions
Underlying Considerations & Principles

- Modernize our highway system and create jobs
- Focus investment on safety, state of good repair, and livability
- Nationally significant system
- Performance-based
- Support innovations that shorten project delivery and accelerate deployment of new technologies
- Program Consolidation (55 to 5)/Simplify structure
- Emphasis on “Transportation Facilities” supporting Federal lands, i.e., not just highways
Process

• FY12 Budget
  – Administration developed budget in anticipation of a new Act
  – Elected to incorporate new program changes into budget submission
  – Released Feb. 14th

• Reauthorization Bill
  – Administration is finalizing a proposal
  – Projected Release: Spring 2011
Federal Allocation Program

- Federal Lands and Tribal Transportation Programs
- Emergency Relief Program
- Work Force Development Program

- Combines programs with inherently Federal responsibilities
- Continue to be separate programs, e.g., no intermingling of funds, eligibilities
Federal Lands and Tribal Transportation Programs

- Sec 202 - Tribal Transportation Program
- Sec 203 – Federal Lands Transportation Program
- Sec 204 – Federal Lands Access Program
Sec 202 – Tribal Transportation Program

- Budget Proposal includes:
  - FY12 Budget Request - $600M
    - Includes set asides for:
      - Bridge Program (5%)
        » Operate the same as current program
      - Tribal Safety Program (2%)
        » Guidance TBD
      - Planning (increase from 2% to 3%)
        » to carry out planning requirements plus support collection and reporting of performance management information
  - Refines funding formula by requiring at least 50% of funding be generated by facilities owned by BIA, Tribes, and grandfathered roads
  - Continues 6% takedown for BIA/FHWA administration
Sec. 203 Federal Lands Transportation Program

- Participating Partners
  - National Park Service
  - Fish and Wildlife Service
  - U.S. Forest Service
  - Bureau of Land Management
  - U.S. Army Corps of Engineers

- Eligible activities are identical for all agencies
- Requirement to maintain inventory of trans.

- Supports transportation facilities within Federal estate
Federal Lands Transportation Program (Cont.)

- FY12 Budget - $430M
  - NPS & FWS: Allocated $315M of $430
  - USFS, BLM, USACOE compete for balance of $115M
Sec. 204 Federal Lands Access Program

• Supports transportation facilities owned by States/Counties that provide access to/through Federal lands
  – Builds upon the Forest Highway Program model
  – Supports a more systemic approach for State/County facilities outside Federal estate(s)

• Formula-based (FY12 - $177M)
  – All 50 States + DC and Puerto Rico
  – 75% of funds go to States having 1.5% or more of the total Federal public land area
  – 25% of funds go to remaining States
  – Up to 5% takedown for planning

• Facilities accessing other Federal partners’ lands, e.g., military access roads, also eligible

• Data Collection
Other Title 23 Programs of Interest

• Tribal Transit Program
  – FY12 - $15.3M
  – No major policy changes
• Safety (Increase from $1.3B to $2.6B)
  – Minimum of 10% of HSIP funds to be used by States for rural road safety improvements
• Livable Communities
  – $3.4B Formula to States (Tribes work thru States)
  – $500M Discretionary Grant (Tribes Direct Recipient)
    • Project-based
  – $200M Discretionary Grant (Tribes Direct Recipient)
    • Technical Assistance/Professional Capacity Building
Other Title 23 Programs of Interest (cont.)

- Transportation Leadership Awards
  - $1.3B Program to incentivize Perf. Mgt. (Supports start-up activities (e.g., data collection) and Policy/Program Reforms
  - Tribes direct recipient along with States and MPOs
- National Infrastructure Bank ($5B)
  - Finances transportation projects of national or regional significance
  - Within USDOT, but governed by board of officials from USDOT and other federal agencies.
Final Thoughts

• This is the Administration’s proposal, which will be an important piece of the decision making process with Congress, but we still have to move forward with current commitments until there is more clarity on the final package.

• However, we do need to start considering how we should proceed with the new proposed programs and be ready for October 1, should this version be passed.