

# **SAFETEA-LU**

**Safe, Accountable, Flexible, Efficient  
Transportation Equity Act: A Legacy for Users  
P. L. 109-59**



# SAFETEA-LU

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- **Highways, Highway Safety, Transit, Other**
- **5-year legislation – 2005 - 2009**
- **Signed into law August 10, 2005**
- **P. L. 109-59**



# SAFETEA-LU Total Funding

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	<b>FY 2005-2009</b>	<b>FY 2004-2009</b>
<b>Federal-aid Highways</b>	<b>\$193.0 B</b>	<b>\$227.4 B</b>
<b>Public Transportation</b>	<b>\$ 45.2 B</b>	<b>\$ 52.6 B</b>
<b>Highway &amp; Motor Vehicle Safety</b>	<b>\$ 5.8 B</b>	<b>\$ 6.5 B</b>
<b>Totals</b>	<b>\$244.1 B</b>	<b>\$286.4 B</b>



# **FAHP Funding 2005-2009**

## **(\$Billions)**

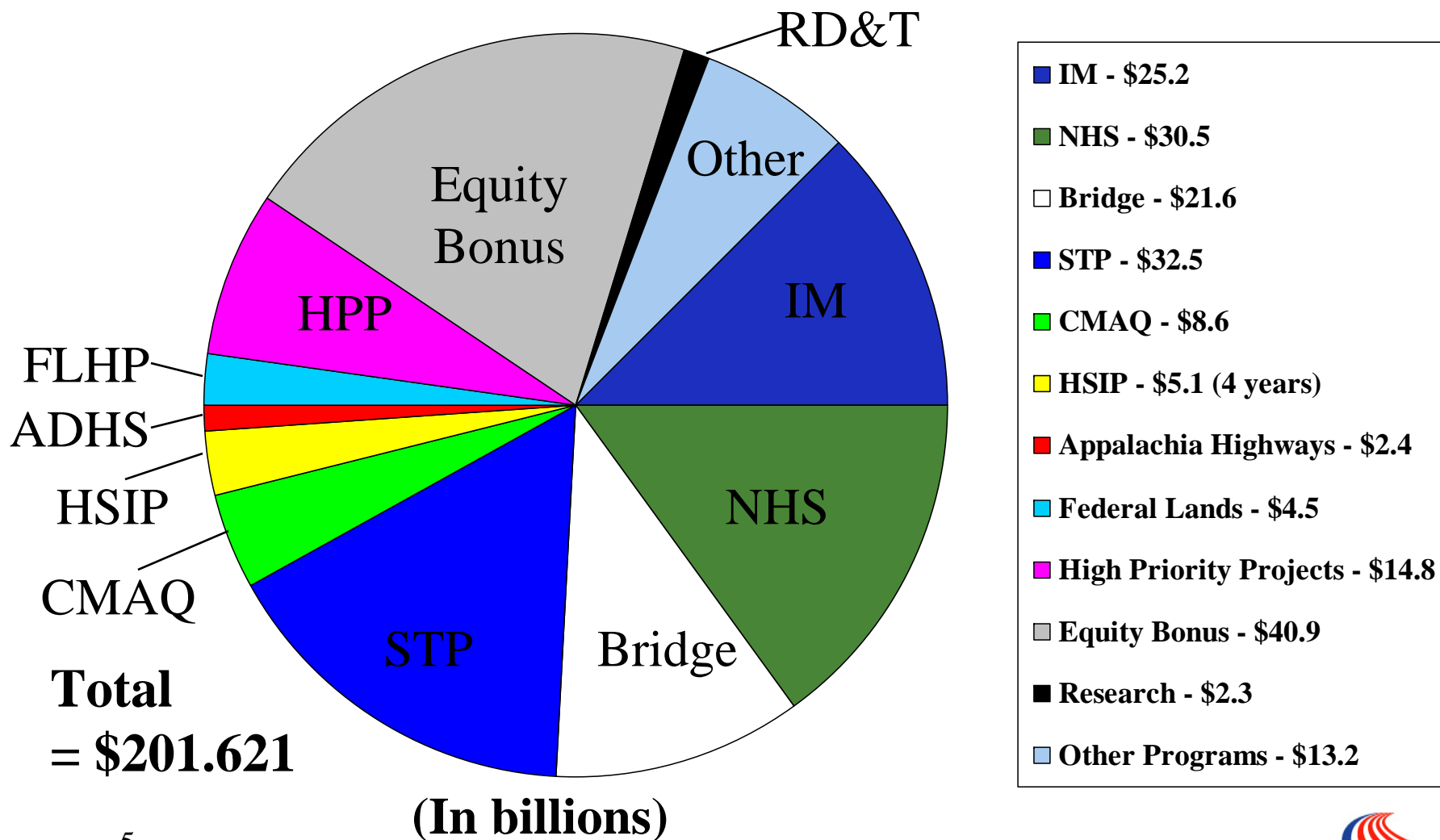
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<b>SAFETEA-LU Authorizations (gross)</b>	<b>\$201.621 B</b>
<b>Less: Rescission</b>	<b>\$8.542 B</b>
<b>Net in SAFETEA-LU</b>	<b>\$193.078 B</b>
<b>Plus: Permanent ER \$</b>	<b>\$0.500 B</b>
<b>Net for 2005-2009</b>	<b>\$193.578 B</b>



# Federal-aid Highway Authorizations 2005-2009 (Before \$8.5B Rescission)



# Changes from TEA-21

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- **Increase over the life of SAFETEA-LU**
  - **From a low of 19% (the minimum increase)**
    - **Conn., Hawaii, NH, NY, PA.**
  - **To a high of 46.75%**
    - **Colorado**



# So What About Mississippi?

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- **Mississippi average annual increase of 30.32%**
- **Under TEA-21 = \$344,740,210**
- **Under SAFETEA-LU = \$449,275,291**
- **Avg. Annual Increase = \$104,535,081**



# Mississippi Funding by Fiscal Year

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- **FY 2005 = \$423,586,263**
  - **FY 2006 = \$428,995,185**
  - **FY 2007 = \$452,360,191**
  - **FY 2008 = \$468,388,859**
  - **FY 2009 = \$473,045,959**
- **Five Year Total = \$2,246,376,457**



# Mississippi Funding by top 6 Programs 2005 – 2009

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1. STP = \$449,026,571
2. NHS = \$438,153,956
3. Equity Bonus = \$371,147,930
4. IM = \$312,512,237
5. HPP = \$254,680,000
6. BR = \$245,449,601



# Equity Bonus

(replaces TEA-21's Minimum Guarantee)

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➤ **The Equity Bonus program has 3 main features.**

**One is tied to HTF contributions --**

(1) Every State is guaranteed a minimum relative rate of return on its share of HTF contributions

**Two are independent of HTF contributions:**

(2) Every State is guaranteed a specified percentage increase over its average annual TEA-21 apportionments + HPP

(3) Certain States are guaranteed at least the same share of total apportionments + HPP as under TEA-21



# Equity Bonus --

## (1) Minimum relative rate of return on HTF contributions

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- **Each State is guaranteed a share of annual Federal-aid apportionments plus HPP of at least the following percentage of its share of contributions to the Highway Account of the Highway Trust Fund :**

**2005 – 90.5%**

**2006 – 90.5%**

**2007 – 91.5%**

**2008 – 92%**

**2009 – 92%**



# Equity Bonus –

## (2) Guaranteed increase over TEA-21 \$\$\$

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- In any given year, no State will receive less than the following percentage of the average annual apportionments plus HPP that it received under TEA-21 —

**2005 – 117%**

**2006 – 118%**

**2007 – 119%**

**2008 – 120%**

**2009 – 121 %**



# Equity Bonus –

## (3) Guaranteed share for certain States

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- **Certain States (those that meet one of the following five criteria) are guaranteed to receive at least the same share of SAFETEA-LU annual apportionments + HPP as they received under TEA-21—**
    - **Population density less than 40 persons per square mile & at least 1.25% of acreage under Federal jurisdiction**
    - **Population less than 1 million**
    - **Median household income less \$35,000**
    - **Interstate fatality rate greater than 1 per 100M VMT in 2002**
    - **Indexed gas tax 150% higher than Federal gas tax rate when SAFETEA-LU enacted**



# Safety

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- **Highway Safety Improvement Program**
  - **New core program starting in 2006 replacing STP safety setaside**
    - **MS Total = \$71,818,667 (2006 – 2009)**
  - **Requires a State strategic highway safety plan by FY 2008**
  - **Focused on results**
- **Railway Highway Crossing Program (Sec. 130)**  
**Once again a formula program**
- **Safe Routes to School (formula program)**
- **Other targeted safety programs (Work Zones, Older Drivers, etc.)**



# **State Strategic Highway Safety Plan (SHPS)**

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- **Will help identify and analyze highway safety problems and opportunities**
- **Must be based on:**
  - **accurate and timely data**
  - **consultation with stakeholders**
  - **performance-based goals**
- **Evaluation process to assess results**
- **States must have strategic plan by October 1, 2007, or be locked in at FY2007 HSIP apportionment level, pending development of a plan**
- **Governor or responsible State agency approves plan**



# Environmental Stewardship

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- **TEA-21 environmental programs retained – CMAQ, Recreational Trails, Transportation Enhancements, TCSP, Scenic Byways**
- **New programs focused on the environment:**
  - **Nonmotorized transportation pilot program**
  - **Safe Routes to School**
  - **Historic Covered Bridges**
  - **Wildlife Vehicle Collision Reduction Study**
- **Significant new environmental requirements for Statewide and Metro Planning process**



# Congestion Relief

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- **New Real-Time System Management Information Program – aimed for all States, shared information**
- **Tolling programs give States more options in using road pricing to manage congestion**
- **Increased flexibility in use of HOV facilities**
- **CMAQ eligibilities expanded**
- **Research targeting congestion:**
  - **Surface Transportation Congestion Relief Solutions Research**
  - **Future Strategic Highway Research Program**
  - **ITS Research**



# Tolling Programs

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**SAFETEA-LU provides States with more options in using tolling to manage congestion and finance infrastructure improvements.**

- Continues current programs –
  - **Value Pricing Pilot program** funded at \$59 M, of which \$12M is for projects not involving tolls
  - **Interstate Reconstruction & Rehabilitation Toll Pilot** – no change
- Creates new programs –
  - **Express Lanes Demonstration program** – allows up to 15 demo projects to use tolling to manage congestion, reduce emissions, or finance added Interstate lanes
  - **Interstate Construction Toll Pilot** – similar to Interstate Reconstruction Toll Pilot, but for new construction



# Mobility

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- **Improved financial stewardship and oversight**
- **Core program structure retained**
- **Mix of new and redesigned programs to target –**
  - **Regional issues – Appalachia, Delta, Denali**
  - **Trade corridors, international borders, ports**
  - **Projects of National and Regional Significance**



# Federal Lands

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- **Total of \$4.5 billion through 2009**
- **Includes Indian Reservation Roads (IRR), Park Roads, Public Lands Highways, Refuge Roads**
- **Significant changes in IRR program –**
  - **Funding agreements with tribal governments**
  - **Comprehensive national inventory of eligible transportation facilities**
  - **Tribal-State road maintenance agreements**
  - **New position in DOT -- Deputy Assistant Secretary of Tribal Government Affairs**



# Innovative Finance

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- **Private activity bonds**
  - **highway facilities and surface freight transfer facilities now eligible for exempt facility bonds**
  - **not subject to annual State volume cap**
  - **subject to National cap of \$15 billion**
- **TIFIA threshold lowered to \$50M, freight rail eligibility expanded**
- **New SIB program allows all States to participate**
- **Tolling programs offer more options for funding infrastructure improvements**



# Obligation Limitation Highways

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## Established In SAFETEA-LU

<b>FY 2005</b>	<b>\$34.422 Billion</b>
<b>FY 2006</b>	<b>\$36.032 Billion</b>
<b>FY 2007</b>	<b>\$38.244 Billion</b>
<b>FY 2008</b>	<b>\$39.585 Billion</b>
<b>FY 2009</b>	<b>\$41.200 Billion</b>



# Highway Trust Fund

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- **Extends authority to spend from the Highway Trust Fund (HTF) to 9/30/2009**
- **Extends user fees at their pre-enactment rates to 9/30/2011**
- **Tax rates comparable to gas/diesel for LPG, LNG, CNG, but General Fund credits for these fuels**



Visit the FHWA website:

**<http://www.fhwa.dot.gov/safetealu>**

