

Understanding the New Transportation Bill



Participant Guide



Understanding the New Transportation Bill

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First Edition

The leader guide and participant material for this program was created using LeaderGuide Pro™ version 5.0.

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Welcome

Welcome to the interactive TEL (Technology Enhanced Learning) training event. We are excited that you will be joining us today for Understanding the New Transportation Bill, and look forward to enhancing your knowledge regarding Understanding the New Transportation Bill.

How to Interact with the Instructor

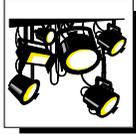
If you were physically in a classroom with an instructor, you would raise your hand to let him/her know that you had a question or comment. Then you would wait for the instructor to recognize you to ask your question. We are all familiar with this “protocol”.

TEL Interactive courses have a slightly different “protocol”. At your TEL station, you will find several push-to-talk microphones. Depending on the number of students at your location, you may have one directly in front of you or you may be sharing one with another student.

When you have a question or comment for the instructor, (1) press and hold down the push-to-talk button located on this microphone, maintaining a distance of 12-18 inches, and (2) say “Excuse me [Instructor’s first name], this is [your first name] at [your location]. I have a question (or I have a comment).” (3) Then release the push-to-talk button. This step is important. *Until you release the push-to-talk button, you will not be able to hear the instructor. Your TV monitor is muted while you press your push-to-talk button.*

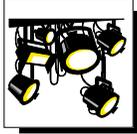
The instructor will acknowledge you and ask you to state your question or comment. Press your push-to-talk button to speak, and depress the push-to-talk button when you are finished speaking

*Note that when pressing the push-to-talk button to speak, another student participating may press his/her push-to-talk button at the same time. You will not audibly be aware of this because as stated above, your TV monitor will be muted while you are pressing your push-to-talk button. If this occurs, you will see the instructor give a “time-out” signal by making a crossed “T” with his/her hands. If you see the instructor give this signal, depress your push-to-talk button and listen for further instructions from the instructor. The instructor will address both students at a separate time- one after the other.



Agenda

- 1.SAFETEALU Overview**
- 2.Park Roads and Parkways Program (PRPP)**
- 3.Activity 1 Break**
- 4.Alternative Transportation in Parks and Public Lands**
- 5.Other Related Programs**
- 6.Activity 2 Break**
- 7.Earmarks**
- 8.Questions and Answer Session**



Slides

Slide 1

National Park Service 

**Safe, Accountable, Flexible,
Efficient Transportation Equity
Act: A Legacy for Users
(SAFETEALU)**

Transportation Reauthorization
Park Roads and Parkway Program &
Transportation Management Program
Presentation
November 10, 2005



EXPERIENCE
YOUR
AMERICA

Slide 2

National Park Service 

*What Is
SAFETEALU, and
What Does It Mean
for the National
Parks?*



EXPERIENCE
YOUR
AMERICA

Slide 3

National Park Service 

EXPERIENCE YOUR AMERICA

1. SAFETEALU Overview
2. Park Roads and Parkways Program (PRPP) (continues the established program)
3. Alternative Transportation in Parks and Public Lands (new program)
4. Other Related Programs
5. Earmarks (many new ones)
6. Questions and Answer Session

Slide 4

National Park Service 

EXPERIENCE YOUR AMERICA

1. Overview: The Funding

- SAFETEALU = \$286.4 billion over 6 years.
- Prior law, TEA-21, passed in 1998 with \$218 billion in funding over 6 years.
- A big part of SAFETEALU increase is "earmarked" projects, which went up over 250%, from \$9.4 Billion in TEA-21 to \$24 Billion in SAFETEALU.

Slide 5

National Park Service 

EXPERIENCE YOUR AMERICA

1. Overview: The Funding

As in recent transportation bills, the funds authorized are reduced by Congressionally directed takedowns that vary annually between 10 and 20%

Bottom line: Dollars authorized are not what the Program will see annually

Slide 9

National Park Service

2. Park Roads and Parkways Program (PRPP) - Focus

Category I – Address the Deferred Maintenance Backlog

Category II – Continue to take steps towards finishing the parkway system

Category III – Ensure continuity of the Transportation Management Program

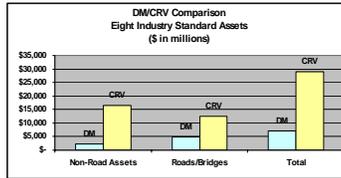


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National Park Service

2. Category I - Deferred Maintenance & Capital Replacement Cost - Comparison

DM/CRV Comparison
Eight Industry Standard Assets
(\$ in millions)



Asset Category	DM (\$ millions)	CRV (\$ millions)
Non-Road Assets	~\$5,000	~\$18,000
Roads/Bridges	~\$5,000	~\$12,000
Total	~\$10,000	~\$30,000

2004 Summary Deferred Maintenance (DM) and Current Replacement Value (CRV) Information dated February 2005



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National Park Service

2. Category I - PRPP Road Conditions



Poor

Fair

Good



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National Park Service 

2. PRPP Category II & III - Continued Support

- Category II - PRPP will provide funding to continue parkway work: Foot Hills Parkway and Natchez Trace
- Category III - PRPP will continue support for Transportation Management Program until new Alternative Transportation in Parks and Public Lands Program is underway

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National Park Service 

3. Alternative Transportation in Parks and Public Lands Program

- New 4-year, cooperative program for Federal Lands Management Agency projects to be managed by USDOT and USDOJ
 - FY 2006 \$22 million
 - FY 2007 \$23 million
 - FY 2008 \$25 million
 - FY 2009 \$27 million
- Eligible agencies: NPS, US Fish and Wildlife, Bureau of Land Management, Bureau of Reclamation, and the Forest Service



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Slide 20

National Park Service 

3. Alternative Transportation in Parks and Public Lands Program

- Project considerations: geographical diversity, variety of project size, safety, pollution and congestion reduction and mobility improvements
- A USDOT study in 2001 showed that the majority of needs for a federal lands transit program were in NPS park units
- PRPP to provide \$5.5 million in FY 06 to support Transportation Management Program (TMP) until new program is established

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Slide 21

National Park Service

3. Alternative Transportation in Parks and Public Lands Program

- Numerous institutional and administrative details ahead; law calls for interagency teams to develop policy, etc.
- Law provides for USDOJ to select projects

Bottom Line: USDOJ is in consultation with USDOT, and NPS is awaiting guidance on the development of this new program



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National Park Service

4. Continuing Related Programs

Surface Transportation Program (STP)

- Provides states and metropolitan planning organizations with flexibility to fund just about any kind of transportation project or plan. \$32.5 billion over 5 years
- 10% of funds must be spent on "transportation enhancements" including bike and pedestrian facilities, transit, scenic easements, historic preservation. Newly eligible activities include: environmental restoration, pollution abatement.

Emergency Relief (ER)

- Provides \$ 100 million annually through Highway Trust Fund and other General Fund \$ as needed

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National Park Service

4. Continuing Related Programs

Public Lands Highways

- \$1.41 billion over 5 years or an average of \$280 million annually. Approximately \$186 million annually is reserved for forest highways

Scenic Byways

- \$175 million over 5 years in FHWA competitive grants for planning Byway programs and implementing projects on full-range of National and State Byways

Recreational Trails

- \$370 million to states over 5 years for all trails activities



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National Park Service

4. Continuing Related Programs

Congestion Mitigation & Air Quality Improvement (CMAQ)

- \$8.6 billion to states over 5 years for programs and projects to achieve improvement in both areas

National Historic Covered Bridge Program

- \$40 million in DOT competitive grants over FY06-09 period



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National Park Service

5. SAFETEALU Earmarks

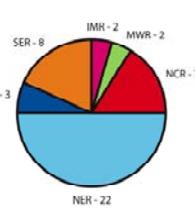
- 44 projects in or directly impacting 30 NPS units and 6 regions at an estimated cost of \$172 million.
- Included in both highway and transit sections (Titles I and III) of SAFETEALU.
- Earmarks for NPS facilities are primarily capital improvements that add to the asset base.
- Projects range from new shuttle buses to reconstruction of roads to new bike facilities. Some will require dollar match and some will not.



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National Park Service

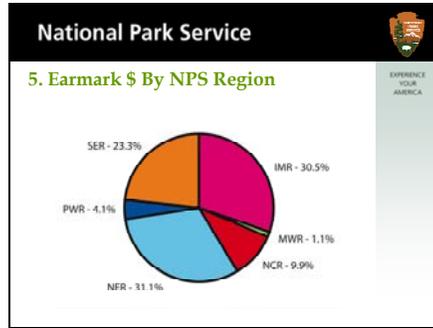
5. Earmarked Projects by NPS Region



Region	Count
NER	22
NCR	7
IMR	2
MWR	2
SER	8
PWR	3



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National Park Service

5. All Earmarks Are Not Created Equal

- What the earmark is, and where it is in the bill, make a big difference.
- Earmarks will require close cooperation and coordination between the appropriate states, local governments, Federal Highway Administration and NPS.
- NPS is in the preliminary stages understanding the roles, responsibilities, staffing/resource implications of implementing earmark projects.

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6. Questions and Answers Session

(Note: All Questions and Answers will be posted on the web site identified below)

For More Information on SAFETEA:
PRPP and Title I Earmarked Projects
<http://www.fhwa.dot.gov/safetea/factsheets.htm>

- ATPPL and Title III Earmarked Projects
http://www.fta.dot.gov/17003_ENG_HTML.htm

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	b) weekly	d) annually	
6	Public Lands Highways: \$1.41 billion over 5 years or an average of \$280 million annually. Approximately \$186 million annually is reserved for _____.		
	a) scenic highways	c) forest highways	
	b) major highways	d) east coast highways	
7	Recreational Trails: \$370 million to _____ over 5 years for all trails activities.		
	a) districts	c) states	
	b) counties	d) parks	

8	Earmarks for NPS facilities are primarily _____ improvements that add to the asset base.		
	a) minimal	c) future	
	b) cosmetic	d) capital	