

Members of Congress representing the Kansas City region:

We are pleased to see that Congress continues to make progress on new surface transportation authorizing legislation to replace SAFETEA-LU. As you know, the House is working on the “American Energy and Infrastructure Jobs Act of 2012” and the Senate is working on the “Moving Ahead for Progress in the 21st Century Act – MAP-21.” MARC staff has analyzed the two bills as they pertain to the interests of local governments in the Kansas City region and as they relate to the MARC Board’s adopted position on SAFETEA-LU reauthorization. We’re providing our key findings from this assessment below for your consideration as you continue to work on this important legislation. For more information on our analysis, please contact Mell Henderson mellh@marc.org, Ron Achelpohl rona@marc.org or Tom Gerend tgerend@marc.org.

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American Energy and Infrastructure Jobs Act of 2012 (House Bill)

Areas in support of the interests of the region and its local governments

- The 5-year bill provides the stability and predictability of a long-term multi-year authorization

Areas that run counter to the interests of the region and its local governments

- Shifts resources away from metropolitan areas – metro areas contribute the most to their states’ and the nation’s economies
- Reduces stability and security of transit funding by removing it from the Highway Trust Fund – transit is a key regional priority providing crucial connections between the region’s employers and workforce
- Impedes progress for non-highway modes of transportation – a balanced system of safe and convenient accommodations for walking,

biking, transit and highways is critical for the economy, environment and health of local communities

- Reduces local government influence by giving states the ability to override local decisions – this is counter to demonstrated success that's been achieved through collaborative state-local partnerships

Moving Ahead for Progress in the 21st Century Act – MAP-21 (Senate Bill)

Areas in support of the interests of the region and its local governments

- Maintains progress for non-highway modes of transportation – a balanced system of safe and convenient accommodations for walking, biking, transit and highways is critical for the economy, environment and health of local communities
- Incorporates performance-based approach to transportation decisions – consistent with MARC's own approach to planning and decision-making

Areas that run counter to the interests of the region and its local governments

- The 2-year bill provides less stability and predictability than a long-term multi-year authorization – uncertainty limits the effectiveness of long term planning