Overview

- About Transportation for America
- Budget, Appropriations, and Infrastructure Plan Update
- Administration withholding Public Transit Funds
- Pending Autonomous Vehicle Legislation
- Pending Accessibility Legislation
- Let’s Work Together
- What Can You Do?
About Transportation for America

An alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions.
Our Guiding Principles For Infrastructure Investment

GUIDING PRINCIPLES FOR INFRASTRUCTURE INVESTMENT

- PROVIDE REAL FUNDING
- FIX THE EXISTING SYSTEM FIRST
- BUILD SMART NEW PROJECTS
- MEASURE SUCCESS
FY2018 & FY2019 Budget Deal

• In February Congress passed a budget framework for FY2018 and FY2019 that raises the budget caps. ($143 billion increase in FY2018 and $153 billion increase in FY2019)

• Within the deal $20 billion ($10 billion/year) is identified for infrastructure.
In March, Congress passed an omnibus funding bill for FY2018.

The bill increased funding for transportation, including:

- $1 billion increase for TIGER/BUILD
- $200 million increase for Capital Investment Grants
- $2.5 billion additional funding for highway programs
Eight things to know about the president’s budget & infrastructure plan

1) “One cannot claim to be investing in infrastructure on the one hand while cutting it with the other.”

2) If the goal is to repair “crumbling” infrastructure, why not require it?

3) Ends federal support for building or improving public transportation

4) Roadway projects will be free of new requirements to create value that would be imposed on transit projects
Eight things to know about the president’s budget & infrastructure plan

5) Cities and states already raising new transportation funding will have to do even more

6) It eliminates BUILD/TIGER, one of the few competitive programs that exist today

7) Money is set aside for rural areas, but governors will still control it

8) Makes long-term cuts to overall transportation funding
President’s FY2019 Budget

• Trump administration’s FY19 proposal released in February. The budget signals transit and rail are not a federal priority, guts many key programs.

• Reduces DOT’s discretionary budget from $18.5 billion to $15.6 billion, a 15% cut.

• Fully eliminates the widely successful TIGER/BUILD program.

• Reduces CIG funding by 58 percent over FY2017, from $2.4 to $1 billion. Funding is limited only projects with existing Full Funding Grant Agreements.

• Cuts funding for Amtrak’s long-distance passenger rail service by 50 percent.
President’s FY2019 Budget

• Holds spending within the Highway Trust Fund (HTF) equal to the receipts of gas tax proceeds. This policy would create a structural deficit in the HTF in out years unless Congress acts to fix the HTF.

• Eliminates funding for seven transportation programs, six of which were authorized under the FAST Act (in bold):
  1. TIGER/BUILD Grants
  2. Future funding for projects under New Starts;
  3. Existing and future Small Starts;
  4. Future funding for projects under Core Capacity Grants;
  5. Consolidated Rail Infrastructure and Safety Improvement Grant Program (CRISI);
  6. the Federal-State Partnership for State of Good Repair Grant Program; and
  7. the Restoration and Enhancement Grant Program.
President’s Infrastructure Plan

Overview

• $200 billion in federal spending to leverage $1.5 trillion over 10 years
  - Source of $200 billion not identified, likely from cuts in FY19 budget

• Incentive Grant Program

• Rural Formula Funds & Grants

• Transformative Projects Program

• Expanded Federal Leveraging Programs

• Other
FY2019 Appropriations

- The House Appropriations Committee passed its transportation funding bill on May 23.

- The full Senate approved its bill on August 1.

- The full House has not considered its bill.

- FY19 began on October 1 and therefore, Congress approved a Continuing Resolution (CR) to continue funding through Dec. 7. The CR provides time to negotiate a compromise that can be signed by the President.

- The infrastructure package has not been considered.
## Summary of FY2019 Appropriation - Transit

### Dollars in Millions

<table>
<thead>
<tr>
<th>Funds by Program</th>
<th>FY18 enacted</th>
<th>President's FY19 Budget</th>
<th>House FY19 Approps</th>
<th>Senate FY19 Approps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formula funds (Mass Transit Account)</td>
<td>$9,733</td>
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<td>Supplemental grants (general fund)</td>
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<td>Capital Investment Grants</td>
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<tr>
<td>new New Starts</td>
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<td>Core Capacity with FFGA</td>
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<tr>
<td>new Core Capacity</td>
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<td>Small Starts</td>
<td>$401</td>
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## Summary of FY2019 Appropriation - Rail
### Dollars in Millions

<table>
<thead>
<tr>
<th>Funds by Program</th>
<th>FY18 enacted</th>
<th>President’s FY19 Budget</th>
<th>House FY19 Approps</th>
<th>Senate FY19 Approps</th>
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<tbody>
<tr>
<td>Amtrak (Northeast Corridor)</td>
<td>$650</td>
<td>$200</td>
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<td>Amtrak (national network)</td>
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<td>Federal-State Partnership for State of Good Repair</td>
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<td>Consolidated Rail Infrastructure &amp; Safety Improvement Grants</td>
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<td>$255</td>
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<td>Restoration &amp; Enhancement Grants</td>
<td>$20</td>
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<td>$10</td>
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<tr>
<td>Funds by Program</td>
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<td>President’s FY19 Budget</td>
<td>House FY19 Approps</td>
<td>Senate FY19 Approps</td>
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<tr>
<td>------------------------------------------------------</td>
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<td>Highway formula (from Highway Trust Fund)</td>
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<td>Highway supplemental appropriation (from general fund)</td>
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<td>BUILD (formerly TIGER)</td>
<td>$1,500</td>
<td>$0</td>
<td>$750</td>
<td>$1,000</td>
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FTA ‘Dear Colleague’ Letter

• FTA sent Dear Colleague on June 29 - sewed widespread confusion among grantees, Congress, and advocates about FTA’s standards.

• Subsequent communications with Congress suggested additional policy changes.

• Concerns: FTA is changing its federal loan and risk policy requirements in a manner that would raise costs for local communities.

• Federal loans: Dear Colleague suggested that FTA would count loans from the federal TIFIA and other loan programs that are paid back over time with non-federal dollars, like a local sales tax, as part of the federal share and not the local share.

• Risk assessment: FTA indicated that they will conduct a risk assessment of New Starts and Core Capacity projects prior to entry into the Engineering phase and increasing its probability threshold from 50 percent to 65 percent in determining the reasonableness of the cost and schedule estimates.

• Senate rejected Dear Colleague, though FTA is likely to seek to implement policies not covered in Dear Colleague, and seek authority to implement Dear Colleague.
The Trump administration has been sitting on $1.4 billion in transit funding for...

198 : 3 : 40 : 15

DAYS  HOURS  MINUTES  SECONDS

Our “Stuck In The Station” report tracks the Administrations’ progress in obligating transit funding.

http://t4america.org/transitfundingdelays/
<table>
<thead>
<tr>
<th>TRANSIT PROJECTS AWARDED 2017-18 FUNDING</th>
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<tbody>
<tr>
<td>Albuquerque, NM Central Avenue BRT (2017 &amp; 2018)¹</td>
</tr>
<tr>
<td>Bay Area Caltrain Electrification (2017)²</td>
</tr>
<tr>
<td>Everett Swift Green Line BRT (2017)¹</td>
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<tr>
<td>Grand Rapids, MI Laker Line BRT (2017)¹</td>
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<tr>
<td>Indianapolis, IN Red Line BRT (2017 &amp; 2018)¹²⁴</td>
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<tr>
<td>Jacksonville, FL Red Line BRT (2017)¹</td>
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<tr>
<td>Kansas City, MO MAX BRT (2017)¹</td>
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<tr>
<td>Maryland Purple Line LRT (2017)³</td>
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<table>
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<tr>
<th>TRANSIT PROJECTS AWAITING FUNDING</th>
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<tr>
<td>Dallas, TX DART Red &amp; Blue Line Platform Extensions²</td>
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<tr>
<td>El Paso, TX BRT Extension³</td>
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<tr>
<td>Jacksonville, FL Southwest (Purple Line) BRT¹</td>
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<tr>
<td>Los Angeles, CA Purple Line Subway Extension, Section 3²</td>
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<tr>
<td>Minneapolis, MN Blue Line (LRT) Extension³</td>
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<tr>
<td>Minneapolis, MN Green Line (LRT) Extension³</td>
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<tr>
<td>Minneapolis, MN Orange Line BRT¹</td>
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<tr>
<td>New York City, NY Canarsie (L) Line Improvements²</td>
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<tr>
<td>Orange County, CA Streetcar³</td>
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<tr>
<td>Reno, NV Virginia Street BRT¹</td>
</tr>
<tr>
<td>Sacramento, CA Riverfront Streetcar¹</td>
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<tr>
<td>Seattle, WA Lynnwood LRT extension³</td>
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<td>Seattle, WA Madison Street BRT¹</td>
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<tr>
<td>South Shore (IN/IL) Commuter Rail Double Tracking²</td>
</tr>
<tr>
<td>St. Petersburg, FL Central Avenue BRT¹</td>
</tr>
<tr>
<td>Tempe, AZ Streetcar¹</td>
</tr>
</tbody>
</table>

http://t4america.org/transitfundingdelays/
Senator is considering the American Vision for Safer Transportation through Advancement of Revolutionary Technologies (AV START) Act - S. 1885.

House has approved the Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (SELF DRIVE) Act - H.R. 3388

Key issues:
- Preemption of local control
- Lack of Data
Uber’s Self-Driving Cars Were Struggling Before Arizona Crash

National Transportation Safety Board investigators examining a self-driving Uber vehicle that was involved in a fatal accident in Tempe, Ariz., on Sunday night, Uber has suspended tests of its autonomous vehicles around the country. Reuters

By Daleykwe Wasebasyeni
March 23, 2018

SAN FRANCISCO — Uber’s robotic vehicle project was not living up to expectations months before a self-driving car operated by the company struck and killed a woman in Tempe, Ariz.

Autonomous Vehicle Policy

Preemption of local control:

• The bill preempts state and local laws and regulations that affect the “design, construction, or performance” of a highly automated vehicle or automated driving system if it is related to any of the nine areas in the Safety Evaluation Report (SER) required by the bill.

• “Performance” has traditionally referred to the mechanical operation of a vehicle or vehicle component, however given that the driver is now both mechanical and software based in nature, the lack of a definition in the AV START Act or any other federal law encompassing motor vehicles will likely lead to lengthy and costly legal fights over whether certain state and local laws or regulations affect the “performance” of a vehicle and are therefore subject to preemption.

• The AV START Act strips state and local governments of this authority and leaves them without the tools necessary to protect the public and to address the problems that have and will surely continue to arise during the testing and deployment of AVs.
Lack of Data

• To properly manage their roadways, ensure safety for all, and provide service to the residents who face the most transportation barriers (low-income people, communities of color, and people with disabilities), governments need data on travel patterns.

• Under the AV START Act, the federal government will be actively prohibited from creating any federal data sharing regulations, leaving states and local communities at the mercy of automakers and tech companies to provide the data they see fit to share.

• This will force states or local communities to negotiate with the private sector or create local data policies. This would be contrary to the stated purpose of the AV START Act: to avoid a patchwork of regulations.
Bipartisan House and Senate legislation to provide states and metro areas with powerful data and accessibility tools that will help them better measure the destinations that their residents can easily reach.

Senator Baldwin (D-WI), along with cosponsors Senators Ernst (R-IA), Hatch (R-UT), and Markey (D-MA), recently introduced S. 3491, the Connecting Opportunities through Mobility Metrics and Unlocking Transportation Efficiencies (COMMUTE) Act.

What does it do: Requires the U.S. Department of Transportation (USDOT) to create a pilot program to provide states, metropolitan planning organizations (MPO) and rural planning organizations with data sets to calculate how many jobs and services (such as schools, medical facilities, banks and groceries) are accessible by all modes of travel.

The data will be available to 5 states, 10 MPO’s, and 5 rural planning organizations. These data tools can be revolutionary for communities, enabling them to truly take a holistic view of their transportation network and make more informed planning and project selection decisions.
What Can You Do?

Now is the time to act on FY19 appropriations!

The CR expires on December 7.

Call your representative and ask that your priorities are funded.

Members of Congress need to hear from you!
Let’s Work Together

Calling all state transportation leaders!

Register and learn more at: http://t4america.org/capital-ideas/
Coalition of local elected officials in small to mid-sized towns and cities all across the U.S. supporting:

A Blueprint of 38 proposals to Congress and the Administration that will:

• Protect the programs proven to work for local communities
• Improve the programs that should be more effective
• Create new programs to provide local communities with additional resources.

Join and learn more at www.firstandmain.org
Thank You

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