



THE NEW CONGRESS AND PLANS FOR INFRASTRUCTURE AND TRANSPORTATION REAUTHORIZATION

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AGENDA

Shutdown effects on Transit

Rescissions

- How they will affect transportation alternatives and CMAQ
- Next Steps

New Faces in Transportation leadership in DC

Coming soon: Active Transportation related bills

SHUTDOWN EFFECTS ON TRANSIT

Federal Transit Administration

- 90% staff furloughed
- ~\$531 million in grant requests not funded
- Staff rushing to get up to date before February 15th

APTA

- 36% of members- shutdown “substantially impacting their operations and/or capital programs.” (1/9-1/15)
- Cut backs in service, transferring capital to operations etc.





RESCISSIONS

RESCISSIONS

FAST Act includes \$7.6 billion in rescissions before September 2021

- Rescissions pulls back contract authority from states.
- i.e.- we'll give you authority to spend \$100 now, but will take back \$3 at the end of the year
- Rescissions are proportional across programs...based on unobligated balances

IF RESCISSIONS HAPPENED RIGHT NOW

	FAST Act Authorization (in Millions)	At Risk for Rescissions (in Millions)	Percent of Rescissions
NHPP	\$ 116,399	\$ 476	6%
CMAQ	\$ 12,022	\$ 1,397	18%
TA	\$ 4,205	\$ 1,089	14%
Freight	\$ 6,247	\$ 544	7%

MPO FUNDING ALSO AT RISK

Transportation Alternatives funds at risk:

TA (State) competitive	TA- MPOs Pop > 200,000	TA Pop < 200,000 Pop> 5,000	TA Pop < 5000
\$429,242,031	\$388,579,352	\$72,765,193	\$198,555,135

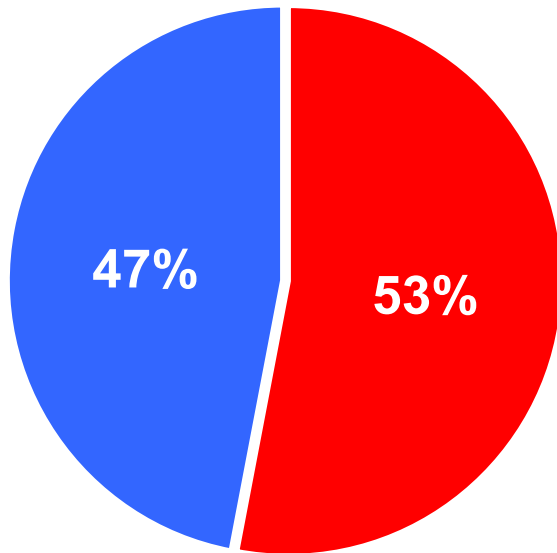
OTHER FUNDS

CMAQ	CMAQ PM 2.5	Old TE	Old Rec Trails	Metro planning
\$1,068,041,097	\$329,177,256	\$250,128,684	\$123,145,307	\$255,546,657

TRANSPORTATION ALTERNATIVES

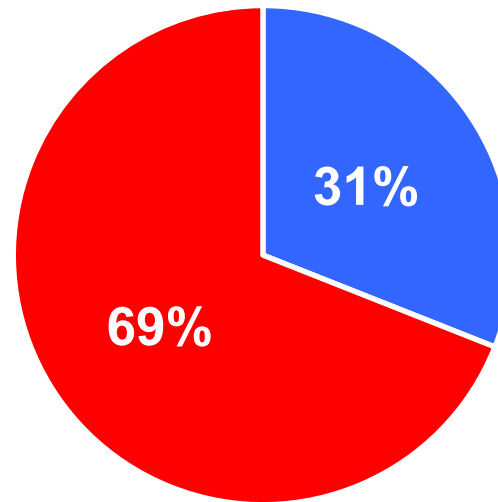
TA Annual Reports to FHWA – 2016 and 2017

Applications Selected



■ Not Awarded ■ Awarded

Overall cost of applications submitted



■ Funded ■ Not Funded

\$3,289,285,388

Cost of Transportation Alternative Projects
left unfunded

TA OBLIGATION RATE= 57%

- **What is happening in your state?**
- Changes proposing to TA
 - Allow Large MPOs to Obligate
 - Allow States to use TA for:
 - Technical and Engineering assistance
 - Program Staff

What else can be done?



NEW FACES IN TRANSPORTATION

TRANSPORTATION & INFRASTRUCTURE COMMITTEE

Democrats

- Chair- DeFazio
- **Full Committee #s -37**
- **Full Committee new #s-12/16**
- H&T Subcommittee chair- Eleanor Holmes Norton (DC)

Republicans

- Ranking Member- Graves
- **Full Committee #s-30**
- **Full Committee new #s-7/8**

H&T Subcommittee Ranking member- Rodney Davis (IL)

COMMITTEE LEADERSHIP- T&I



Full Committee
Chairman
Peter DeFazio
(D-OR)



Full Committee
Ranking Member
Sam Graves
(R- MO)



Highway &
Transit Chair
Del. Eleanor
Holmes Norton
(D-DC)



Highway & Transit
Ranking Member
Rep. Rodney Davis (R-
IL)

SENATE EPW

Republicans

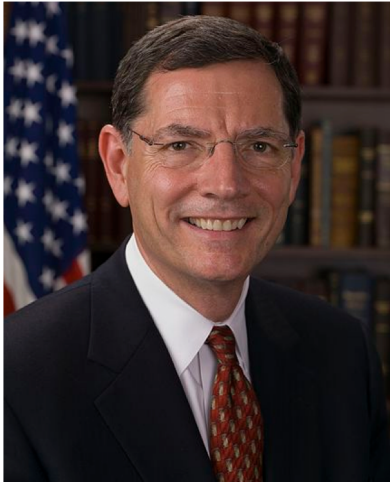
- Chair- Barrasso (WY)
- Full Committee #s-11
- Full Committee new #s- 2
- Braun (IN), Cramer (ND)

H&T Subcommittee Ranking member- Capito (WV)

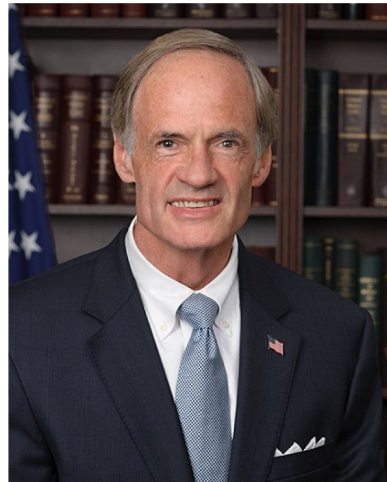
Democrats

- Ranking- Carper (DE)
- Full Committee #s -10
- Full Committee new #s- 0
- H&T Subcommittee chair- Cardin (MD)

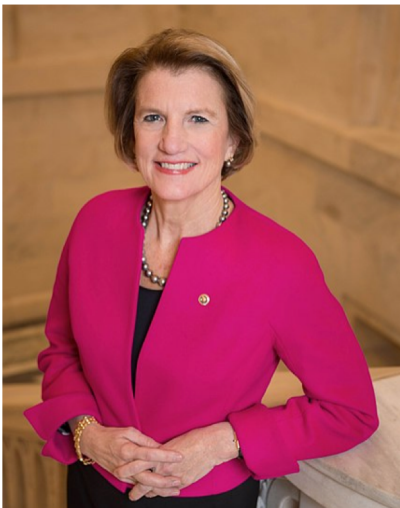
SENATE EPW



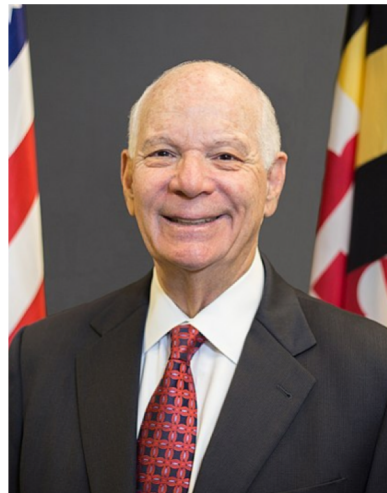
Chair John
Barrasso
(R-WY)



Ranking member
Tom Carper
(D-DE)



H&T Chair
Shelley
Moore
Capito
(R-WY)



H&T Chair
Ben Cardin
(D-MD)

NICOLE NASON- FHWA ADMINISTRATOR





TRANSPORTATION LEGISLATION



WILL THERE BE AN INFRASTRUCTURE BILL?

- Chairman DeFazio reports meetings on infrastructure package with White House are starting up again.
- Trump in State of the Union- it is what he didn't say..



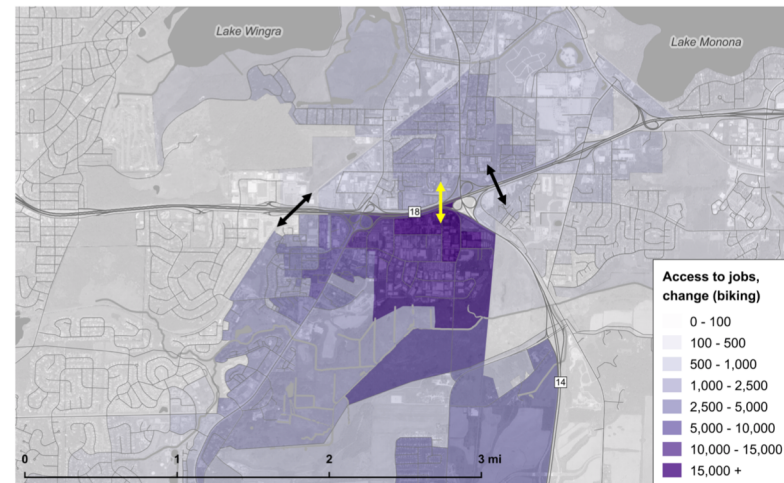
- Timeline- May (House)

COMMUTE ACT (PLANNING)

The Commute Act creates a pilot project to get access data to state and local governments

- Requires US DOT to give data to:
 - 5 States
 - Local governments and researchers
 - 5 MPOs – Population > 200,000
 - 5 MPOs – Population > 200,000
 - 5 Rural Planning organizations

Bike project evaluation – Perry St connector (change)



BICYCLE COMMUTER BENEFIT

Includes bikeshare membership and e-bikes



Makes Bike benefit equal to “up to 20% of parking benefit”

- Allows benefit to be used in conjunction with transit benefit
- Will increase each year as parking benefit increases

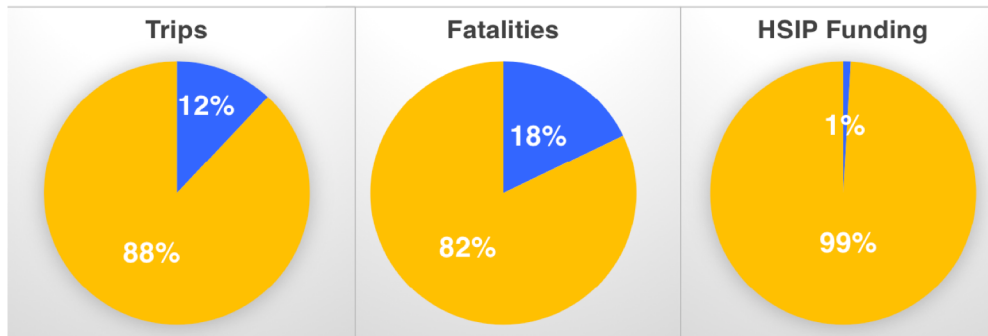
Changes “reimbursement” to “benefit”

VULNERABLE USER SPECIAL RULE

Existing special rules- older drivers and pedestrians and rural roads

- If increase in these fatalities then must respond

Vulnerable user rule – Depending on vulnerable user fatality rate, state must spend safety funds in that area on vulnerable user safety.



Pedestrians and Bicyclists **Other**



Thank you!

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