UTA COVID-19 Surveys
General Ridership & Pass Partners

Prepared for JPAC, 8/7/20
Ridership has decreased

54,204 SYSTEMWIDE AVERAGE WEEKDAY BOARDINGS  As of June 2020

-64% Fixed Route Bus
-70% Light Rail
-67% Paratransit
-77% UVX
-79% FrontRunner
System Average Weekday Boardings

- January: 54,204
- February: 134,878
Updated 7/31/20. Normal ridership (pre-decline) is defined as the average ridership between 2/11/20 - 3/11/20.
Rider Survey - Ridership

- 54% Have ridden UTA during COVID-19
- 43% Have changed their riding schedules due to COVID-19
- 37% Depend on UTA for transportation

We received 1,204 responses from 89 unique zip codes
Ride Times

Days of the week
- Weekdays: 91%
- Weekends: 38%

Times of day
- Mornings: 61%
- Afternoons: 53%
- Evenings: 42%
July 2020 Ride Times
July 2019 Ride Times

The graph shows the average number of trips per day by hour for July 2019. The X-axis represents the hours of the day, while the Y-axis represents the number of average trips per day. The data is available for detailed review through the 'Show data...' button.
Access to alternative transportation modes

COVID Rider Survey:
37% Depend on UTA for transportation

2019 OnBoard Survey:
53% of riders have no other means of transportation except for transit
(this number has declined by 2% since 2015)

COVID Pass Partner Survey:
93% Have access to alternative transportation
Rider Survey – Awareness of Safety Measures

78% Are aware of safety measures UTA has taken during COVID-19

Riders' average ratings on UTA's response to COVID-19:

- Communication about changes to service: 5.1/7
- Communication about changes to cleaning: 5.1/7
Rider Survey – Rider Experience

Riders' average ratings on UTA's response to COVID-19

- Safety while riding: 5.2/7
- Cleaning of vehicles: 5.3/7
- Providing service: 5/7
Rider Survey – Changes in Use

**UTA usage before COVID-19**

- School: 13.5%
- Work: 74%
- Health care: 25%
- Errands: 40%
- Visits: 29.2%

**UTA usage during COVID-19**

- School: 1.7%
- Work: 37.5%
- Health care: 14.7%
- Errands: 22%
- Visits: 7.8%
Rider Survey

RIDERS MOST APPRECIATE UTA'S EFFORTS TO:

- Clean and disinfect
- Communicate
- Continue operations
- Protect operators

RIDERS ALSO WANT TO SEE UTA IMPROVE AND PROVIDE MORE:

- Schedules and service
- COVID-19 precautions
- Communication
- Cleaning and disinfecting
Benchmark Survey 2019-2020

Frequency and coverage, remain the top issues that would motivate people to ride.

- Poor air quality days: 36% (2015), 30% (2017), 30% (2018), 33% (2019), 34% (2020)
Pass Partner Survey

- **88%** Utilize transit benefits
- **83%** Are not currently riding UTA
- **58%** Rode UTA at least 3 times per week prior to COVID-19
- **93%** Have access to alternative transportation

We received 6999 responses from 78 different organizations
Pass Partner Survey – Awareness of Safety Measures

55% are aware of safety measures UTA has taken during COVID-19

Riders' average ratings on UTA's response to COVID-19

- Communication about changes to service: 5/7
- Communication about changes to cleaning: 4.9/7
Pass Partner Survey – Rider Experience

- Safety while riding: 4.9/7
- Cleaning of vehicles: 4.9/7
- Providing service: 5/7

Riders' average ratings on UTA's response to COVID-19
Pass Partner Survey – Return to Normalcy

- It has returned to normal: 8%
- June 1: 6%
- July 1: 13%
- August 1: 7%
- Later than August 1: 27%
- I do not know: 38%
- N/A: 3%
Pass Partner Survey – Ridership Outlook

When they do, will riders return?

Somewhat likely-Very likely: 56%

Somewhat Unlikely-Very Unlikely: 34%
Pass Partner Survey – Work Environment

- Working from home: 62%
- Working in the office: 15%
- Mix of home/office: 21%
- Other: 2%
Factors that will increase likelihood of riding by number of mentions

- Passenger Loads & Social Distancing: 47%
- Current Cleaning & Disinfecting Practices: 46%
- Required to Work at Office Location: 40%
- Available PPE: 19%
- Increased Service Levels: 33%
Take Aways – Rider Survey

1. Rider
   1. More than 1/2 have ridden during COVID-19
   2. Schedules have changed since COVID-19
   3. Over 1/3 are captive riders, using transit for essential trips.
   4. Main Considerations:
      • Service & Schedules
      • COVID-19 Precautions (masks and social distancing)
      • Communication
      • Cleaning & Disinfecting
Take Aways – Pass Partner Survey

1. Pass Partner
   1. Previously frequent rider group
   2. Choice riders
   3. Unknown timelines for returning to transit
   4. Have work from home schedules available
   5. Mostly not riding transit during COVID-19
   6. Main Considerations:
      • Passenger Loads & Social Distancing
      • Cleaning & Disinfecting Practices
      • Work Environments
      • Service & Schedules
Pre-COVID Comparisons

1. Decreased ridership

2. More pronounced peaks in morning and evening commute times Pre-COVID

3. More riders Pre-COVID relied on UTA for transportation (no alternative mode available) 53% compared to 37% (General Rider Survey)
   1. (7% of Pass Partner participants)

4. 81% of riders in the Onboard Survey rode 4+ times per week
   1. 58% of Pass Partner participants rode 3+ times per week, 70% at least once/week
   2. 46% General Rider participants, 83% of Pass Partner participants have not ridden during COVID
Full Reports

Summary and detailed survey reports are available at RideUTA.com on the Recovery Dashboard:

http://rideuta.com/recovery
Questions?
BACKGROUND

Following the onset of the coronavirus pandemic, many Utahns began working from home. A March 2020 survey of 92 Utah organizations and 732 companies across the nation found that 77% of Utah respondents and 75% of all respondents had begun offering telecommuting options to assist with social distancing and to comply with local and statewide health orders during the pandemic.

In an effort to learn from this historic and large-scale telework period, the Utah Clean Air Partnership has engaged with several partners to survey business leaders and employees about their policies, attitudes and experiences. Partners in the effort included:

- Economic Development Corporation of Utah (EDCU)
- Governor’s Office of Management and Budget
- Salt Lake Chamber
- Salt Lake County
- Utah Department of Environmental Quality
- Utah Department of Transportation-TravelWise Program
- Utah League of Cities and Towns
- Wasatch Front Regional Council (WFRC)

7,500 working people throughout the state responded to the survey.

Here is what we found:

Survey respondents included employees (72%) and executives/managers (28%) in multiple businesses and industries throughout Utah.

TELEWORKING PARTICIPATION DURING THE PANDEMIC

- 97% are doing some sort of teleworking during the pandemic.
- More than 55% of organizations surveyed began teleworking exclusively at the beginning of the pandemic.

ATTITUDE

- 66% of employees had a positive attitude toward teleworking prior to the pandemic.
- 57% of employers had a positive attitude toward teleworking prior to the pandemic.
- 86% have a positive attitude about teleworking today.
• 94% of executives said they are likely to continue to allow their employees to telework moving forward, specifically on poor air quality days.

• 93% of employees said they want to continue teleworking, specifically on poor air quality days.

WILLINGNESS TO TELEWORK DURING INVERSIONS

- 93% maintained or increased productivity working from home
- 92% reduced/no commute
- 85% saved money
- 72% increased time with loved ones
- 68% of employers reported cost savings as an organization (utility savings, travel, meals, etc)
- 61% of employers reported improved employee attitudes/mental health
- 56% of employers reported seeing increased productivity among their employees

• More than 50% cited limited connection with co-workers and a decreased sense of team.

WILLINGNESS TO CONTINUE TELEWORKING

- 95% reported wanting to continue teleworking in the future, of them:
  - 11% every day
  - 30% a few times a week
  - 59% a few days per month or quarter

BIGGEST CONCERN

- 95% reported wanting to continue teleworking in the future, of them:
  - 11% every day
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REPORTED BENEFITS

- 85% saved money
- 72% increased time with loved ones
- 68% of employers reported cost savings as an organization (utility savings, travel, meals, etc)
- 61% of employers reported improved employee attitudes/mental health
- 56% of employers reported seeing increased productivity among their employees

• 92% reduced/no commute

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UTAH CLEAN AIR PARTNERSHIP

UCAIR.org
Federal Performance Measures

FHWA Target Recommendations
Agenda

• Review Past and Current key dates
• Review FHWA performance measures and current targets
• Discuss recommendations for 4 year target adjustments
• FTA targets will be coordinated by others
  • UDOT’s transit involvement is within the rural area and with SunTran – coordination is happening directly
Past Key Dates

• Jan 2018: 1st Performance Period begins
• Feb 2018: Rule goes into Effect
• Oct 2018: Submit Baseline Performance Period Report
  • Set 2 and 4 year targets (established MOA)
• Jun 2019: Submit first fully compliant Asset Management Plan with implementation documentation for consistency review

* Safety dates are different
Current Key Dates

- Jun 2020: Consistency review report – COMPLETE
- Jun 2020: HPMS data reporting with measures – COMPLETE
- Oct 2020: Mid Performance Period Progress Report Due
  - Option to change 4 year targets
- Oct 2020: FHWA determination of 2 year target significant progress
- Dec 2021: 1st Performance Period Ends

* Safety dates are different
Safety

- New Targets are calculated and reported every year – same method
  - 2.5% decrease over the last 5 year average
Infrastructure - Pavement

Highway Infrastructure Condition
Pavement

Statewide Cache Dixie MAG Rural WRC

Interstate NHS Pavement Condition
- Good
- Fair
- Poor

Non-Interstate NHS Pavement Condition
- Good
- Fair
- Poor

Pavement Metrics
Asphalt
International Roughness Index: Good < 95 in/mi < Fair < 170 in/mi Poor
Rutting: Good < 0.2” < Fair < 0.4” Poor
Percent Cracking: Good < 5% < Fair < 20% Poor

Concrete
International Roughness Index: Good < 95 in/mi < Fair < 170 in/mi Poor
Rutting: Good < 0.1” < Fair < 0.15” Poor
Percent Cracking: Good < 5% < Fair < 15% Poor

Pavement Penalties
No defined penalty, however, if targets are not met, FHWA will request a plan that identifies how we expect to meet our target in the future.
Infrastructure - Pavement

• No target change
  • Not changing the target based on the trend – will work to meet the target
  • Pavement is not managed by NHS breakdown, but instead low volume and high volume
Infrastructure - Bridges

Highway Infrastructure Condition
Bridges

NHS Bridge Condition
Off NHS Bridge Condition

2020 NHS Bridge Deck Area % within each MPO boundary

2020 Off NHS Bridge Deck Area % within each MPO boundary

Bridge Metrics

Each bridge is inspected biennially and assigned an overall condition rating based on its lowest component (deck, superstructure, substructure, and culvert) rating. The NHS Bridge Condition and Off NHS Bridge Condition percentages are based on deck area. The overall condition rating of a bridge is weighted by its deck area. So, a deck with more bridge area has a higher influence on the overall rating.

Bridge Penalties

If more than 10 percent of the total deck area of NHS bridges is rated in poor condition, the state must devote a portion (50 percent of the 2009 Highway Bridge Program apportionment) of Federal Funds to improve bridge conditions.
Infrastructure - Bridge

• No target change
  • Not changing the target based on the trend – will work to meet the target
  • Next year the condition rating guidance will change and we’re unsure what exactly that means but expect that it will show overall higher condition ratings
Reliability

Travel Time Reliability Measure (TTRM) is the ratio of person-miles of reliable travel to total person-miles of travel.

Reliability of each Traffic Message Channel (TMC) segment is determined by Level of Travel Time Reliability (LOTTR) values, that are calculated using four times (including holidays):
Weekday 6-10am; 10am-4pm; 4-8 pm
Weekends 6am -8pm.

More information regarding methodology is available by the FHWA.

Truck travel time reliability (TTR) is determined for each Traffic Message Channel (TMC) segment on interstates by calculating the ratio of the 95th percentile drive time divided by the 50th percentile drive time multiplied by the total segment miles.

TTR values are summed for all segments and divided by total length. Five time periods are used in the assessment (including holidays) with the maximum TTR value used in the calculation. Assessed time periods include:
Weekday 6-10am; 10am-4pm; 4-8 pm
Weekends 6am -8pm
Overnight for all days 8pm -6am
Reliability

• New targets recommended
  • Becoming familiar with measures
  • Compared targets with other states
• Interstate Reliability - change 4 yr goal to same as 2 yr
• Truck Reliability - 1.3
Delay

Peak Hours Excessive Delay (PHED)

Total Peak Hour Excessive Delay

- 2017: 15M
- 2018: 10M
- 2019: 5M

Annual Hours Excessive Delay per Capita

- 2017: 20 hours
- 2018: 15 hours
- 2019: 10 hours

Delay Person Hours Metrics

- Delay Person Hours = sum(Excessive Delays) * Average Vehicle Occupancy of 1.7

More information regarding methodology is available by the FHWA [link].

- General information can be found here: [link]

Penalties

- No defined penalty, however, if targets are not met, FHWA will present a plan that identifies

PHED Metrics

- PHED is a measure of the Annual Hours of Peak Hour Excessive Delay per Capita Entire System.
- Calculated for Salt Lake City - West Valley City census Urban Area. Population census data acquired from the US Census Bureau American Community Survey.

- PHED Measure:
  - Sum of Excessive Delay for all periods over a year DIVIDING by population

- Excessive Delay:
  - Travel Time MINUS Threshold Travel Time = Excessive Delay

Each Traffic Message Channel (TMC) segment is calculated during the Peak Hour.
Delay

• Change to 13 recommended
  • Becoming familiar with measures
  • Compared targets with other states
    • 12.4 is very precise
### Summary

<table>
<thead>
<tr>
<th>Final Performance Measures</th>
<th>Measure Applicability</th>
<th>Current Target</th>
<th>Recommended Change</th>
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</thead>
<tbody>
<tr>
<td><strong>PM1</strong></td>
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<tr>
<td>Number of fatalities</td>
<td>All public roads</td>
<td>2.5% decrease over the last 5 year average</td>
<td>No change</td>
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<tr>
<td>Rate of fatalities</td>
<td>All public roads</td>
<td>2.5% decrease over the last 5 year average</td>
<td>No change</td>
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<tr>
<td>Number of serious injuries</td>
<td>All public roads</td>
<td>2.5% decrease over the last 5 year average</td>
<td>No change</td>
</tr>
<tr>
<td>Rate of serious injuries</td>
<td>All public roads</td>
<td>2.5% decrease over the last 5 year average</td>
<td>No change</td>
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<tr>
<td>Number of non-motorized fatalities and non-motorized serious injuries</td>
<td>All public roads</td>
<td>2.5% decrease over the last 5 year average</td>
<td>No change</td>
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<td><strong>PM2</strong></td>
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<tr>
<td>Percentage of pavements of the Interstate System in Good condition</td>
<td>The Interstate System</td>
<td>&gt; 60% in Good Condition</td>
<td>No change</td>
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<tr>
<td>Percentage of pavements of the Interstate System in Poor condition</td>
<td>The Interstate System</td>
<td>&lt; 5% in Poor Condition</td>
<td>No change</td>
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<td>Percentage of pavements of the non-Interstate NHS in Good condition</td>
<td>The non-Interstate NHS</td>
<td>&gt; 35% in Good Condition</td>
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<td>Percentage of pavements of the non-Interstate NHS in Poor condition</td>
<td>The non-Interstate NHS</td>
<td>&lt; 5% in Poor Condition</td>
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<td>Percentage of NHS bridges classified as in Good condition</td>
<td>NHS</td>
<td>&gt; 40% in Good Condition</td>
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<tr>
<td>Percentage of NHS bridges classified as in Poor condition</td>
<td>NHS</td>
<td>&lt; 10% in Poor Condition</td>
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<td><strong>PM3</strong></td>
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<tr>
<td>Percent of the person-miles traveled on the Interstate that are reliable</td>
<td>The Interstate System</td>
<td>2 yr goal (2019) = 65% 4 yr goal (2021) = 90%</td>
<td>4 yr goal (2021) = 85% (Same as 2 yr)</td>
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<tr>
<td>Percent of the person-miles traveled on the non-Interstate NHS that are reliable</td>
<td>The non-Interstate NHS</td>
<td>3 yr goal (2019) = 85% 4 yr goal (2021) = 90%</td>
<td>No change</td>
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<td>Truck Travel Time Reliability (TTTR) Index</td>
<td>The Interstate System</td>
<td>1.2</td>
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<td>Annual Hours of Peak Hour Excessive Delay Per Capita</td>
<td>The NHS in urbanized areas with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods that are also in nonattainment or maintenance areas for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5)</td>
<td>12.4</td>
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</table>
Mid Performance Period Progress Report

- Following presentation at JPAC, compile necessary information for reporting purposes – including target adjustments, if any
- Response from each MPO due to UDOT before September 15th
- Report Due to FHWA Oct 1st
Introduction

Ryan Leavitt
Discussion Overview

- FAST Act Reauthorization
- FY21 Appropriations
- COVID-19 Relief Legislation
- Q&A
Surface Transportation “FAST Act” Reauthorization

- House’s Surface Transportation Authorization Bill the “INVEST Act”
- House’s $1.5 Trillion Infrastructure Legislation “Moving America Forward Act”
- One-year Extension of “FAST Act” Likely
### Funding Authorization Levels Under the INVEST in America Act of 2020, As Prepared for Introduction in the House (June 3)

Millions of dollars. For certain programs, actual FY 2020 appropriations varied from FAST Act. Proposal reflects INVEST Act authorization in 2020 (Grants to WMATA, FRA Safety and Operations, FRA Railroad R&D). Estimates for individual highway programs under §1101(a)(3) are unofficial.

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<tr>
<th>INVEST Section Program</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
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<td>SAFETEA-LLU Legacy Allocated Safety</td>
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**Difference Between Obl Limit and C.A. Subject to Limitation**

-231.0

**Notes:**

1. FAST Act: Full Surface Transportation Act.
2. TIFIA: Transportation Infrastructure Finance and Investment Act.
5. THUM: Tribal Highway User Montage.
6. TSMR: Tribal Surface Transportation Montage Reg.
8. THUM: Tribal Highway User Montage.
9. TSMR: Tribal Surface Transportation Montage Reg.
11. THUM: Tribal Highway User Montage.
12. TSMR: Tribal Surface Transportation Montage Reg.
14. THUM: Tribal Highway User Montage.
15. TSMR: Tribal Surface Transportation Montage Reg.
17. THUM: Tribal Highway User Montage.
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41. THUM: Tribal Highway User Montage.
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51. TSMR: Tribal Surface Transportation Montage Reg.
53. THUM: Tribal Highway User Montage.
54. TSMR: Tribal Surface Transportation Montage Reg.
56. THUM: Tribal Highway User Montage.
57. TSMR: Tribal Surface Transportation Montage Reg.
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<th>FY 2023</th>
<th>FY 2024</th>
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<td>Administrative Expenses</td>
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<td>Total, FTA Contract Authority</td>
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<td>10,150.3</td>
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<td>Total, FTA General Fund Authorizations</td>
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Federal Authorization Table for Transit: Current Law (FAST Act) vs. House-passed INVEST ACT
# Net HTF Tax Credits (After Transfers, After Quarterly Adjustments) – Million Dollars

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<tr>
<th></th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>FYTD</th>
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<tr>
<td>FY 2019</td>
<td>690.7</td>
<td>3,715.3</td>
<td>3,207.2</td>
<td>2,895.5</td>
<td>3,117.6</td>
<td>3,429.8</td>
<td>3,048.3</td>
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<td>3,211.5</td>
<td>3,175.8</td>
<td><strong>29,342.8</strong></td>
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<td>3,946.6</td>
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<td>3,378.9</td>
<td>3,184.6</td>
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<td>2,633.2</td>
<td>587.9</td>
<td>1,909.2</td>
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<td>+82.4</td>
<td>+231.2</td>
<td>+42.2</td>
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<td>+67.0</td>
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<td>+12%</td>
<td>+6%</td>
<td>+1%</td>
<td>+17%</td>
<td>+2%</td>
<td>-18%</td>
<td>-14%</td>
<td>-79%</td>
<td>-41%</td>
<td>+6%</td>
<td>-12%</td>
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<tr>
<td>FY 2019</td>
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<td>543.7</td>
<td>469.5</td>
<td>423.9</td>
<td>459.8</td>
<td>457.0</td>
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<td>381.7</td>
<td>467.7</td>
<td>462.4</td>
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<td>563.5</td>
<td>464.1</td>
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<tr>
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<td>+8%</td>
<td>+4%</td>
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<td>+14%</td>
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<td>-15%</td>
<td>-77%</td>
<td>-42%</td>
<td>+3%</td>
<td>-12%</td>
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## Highway Trust Fund Solvency

Source: Eno Transportation
Surface Transportation “FAST Act” Reauthorization

- House’s Surface Transportation Authorization Bill the “INVEST Act”
- House’s $1.5 Trillion Infrastructure Legislation “Moving America Forward Act”
- One-year Extension of “FAST Act” Likely
FY21 Appropriations

- Current Fiscal Year Ends on September 30, 2020
- House Transportation, Housing, and Urban Development (T-HUD) Appropriations Bill/Emergency Appropriations Spending
- Senate Appropriations Process is Stalled
- Continuing Resolution (CR) through the November Election Increasingly Likely
## USDOT Discretionary Appropriations Accounts Over $500 Million

These are the budget accounts at USDOT that have received discretionary appropriations of $500 million per year or more in the last four years or in the 2021 budget request. (Millions of dollars of gross discretionary budget authority.)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Account</th>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021 Request</th>
<th>House vs. FY20</th>
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<td>1,000</td>
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<td>INFRA Grants (Additional GF)</td>
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<td>FAA</td>
<td>Operations</td>
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<td>650</td>
<td>650</td>
<td>700</td>
<td>325</td>
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<td>FRA</td>
<td>Amtrak - National Network</td>
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<td>FRA</td>
<td>Amtrak - Transitional NN Grants</td>
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<td>Consolidated (CRISI) Grants</td>
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</tbody>
</table>

**Total, USDOT Accounts Over $500m**: 17,532            25,014            24,005            22,549            20,182            22,425            -124

**All Other Discretionary at USDOT**: 1,948            2,401            2,677            2,429            1,899            2,675            246

**Total USDOT Discretionary (Gross)**: 19,480            27,415            26,682            24,978            22,081            25,099            122

*Biggest as Percent of Total USDOT Discr.*: 90%         91%             90%             90%             91%             89%             0

*Source: Eno Transportation*
FY21 Appropriations

- Current Fiscal Year Ends on September 30, 2020
- House Transportation, Housing, and Urban Development (T-HUD) Appropriations Bill/Emergency Appropriations Spending
- Senate Appropriations Process is Stalled
- Continuing Resolution (CR) through the November Election Increasingly Likely
COVID-19 Relief Legislation

- CARES Act
- $3 Trillion HEROES Act (House)
- $1 Trillion HEALS Act (Senate)
Questions?

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