

UTA COVID-19 Surveys

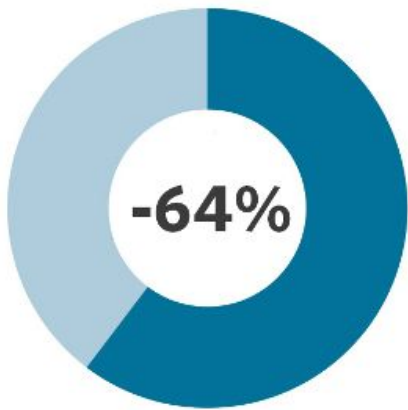
General Ridership & Pass Partners

Prepared for JPAC, 8/7/20

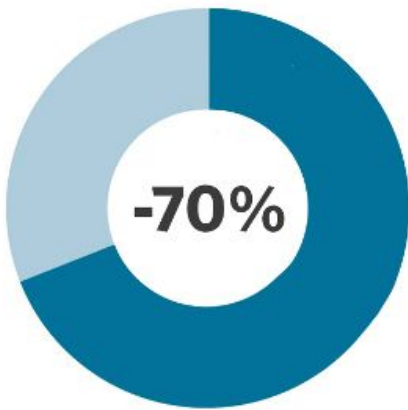


Ridership has decreased

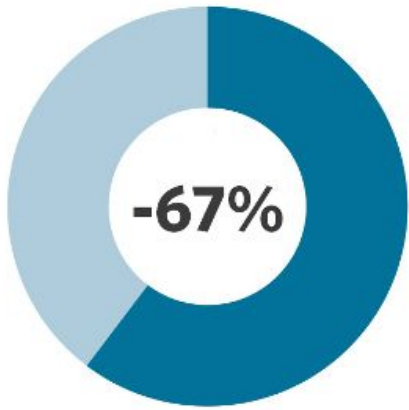
54,204 SYSTEMWIDE AVERAGE
WEEKDAY BOARDINGS *As of June 2020*



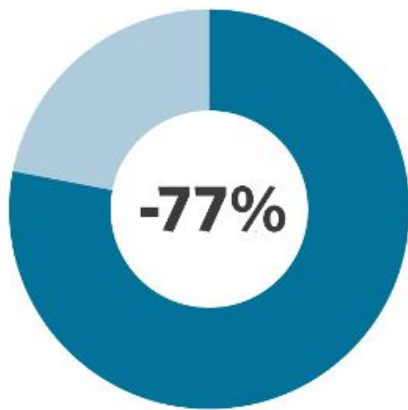
Fixed Route
Bus



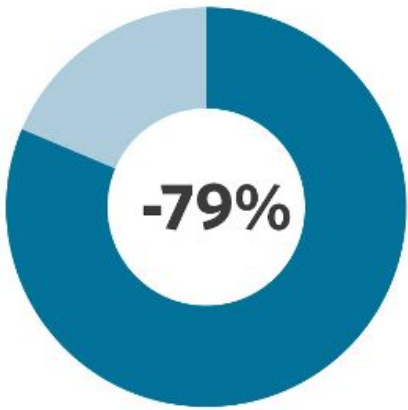
Light Rail



Paratransit

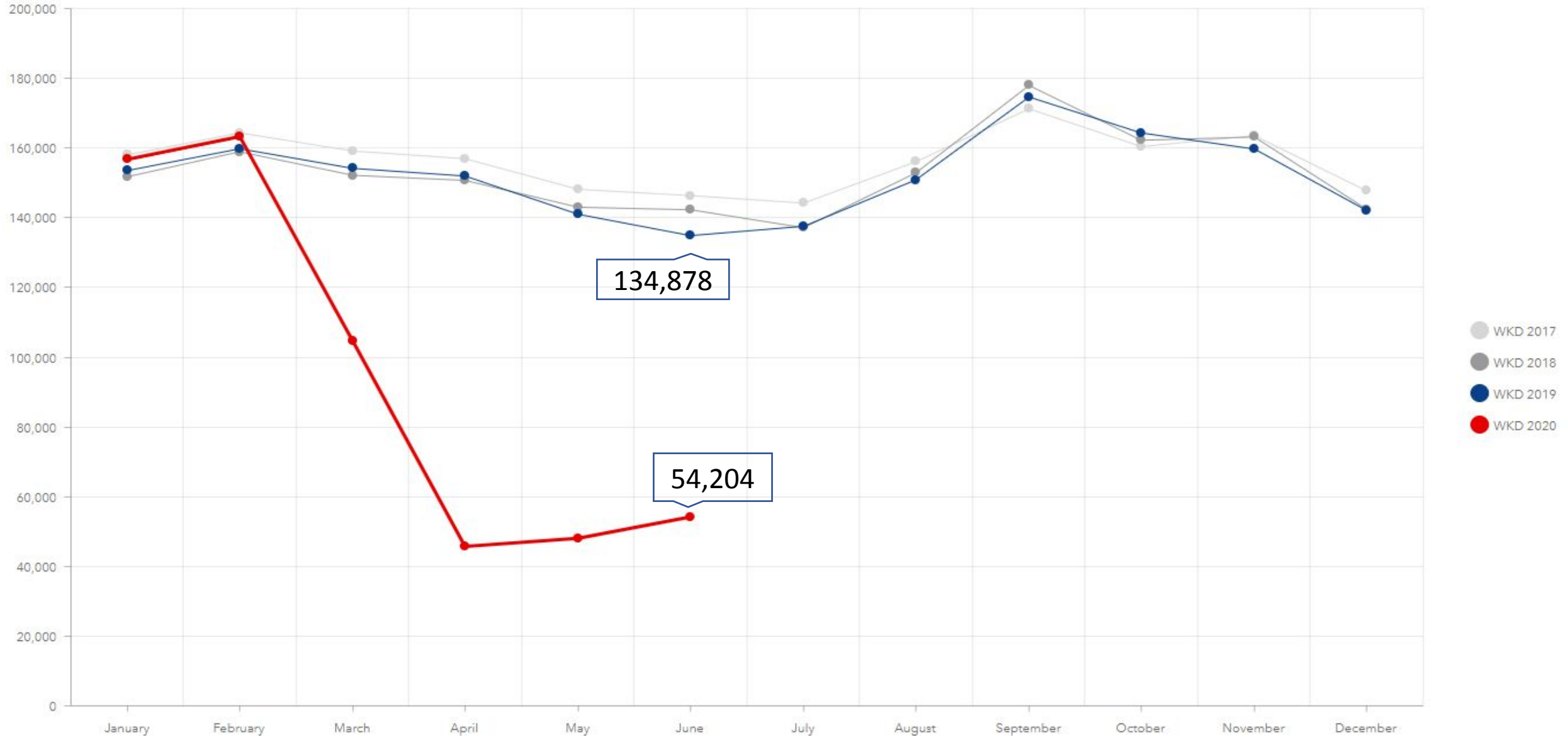


UVX

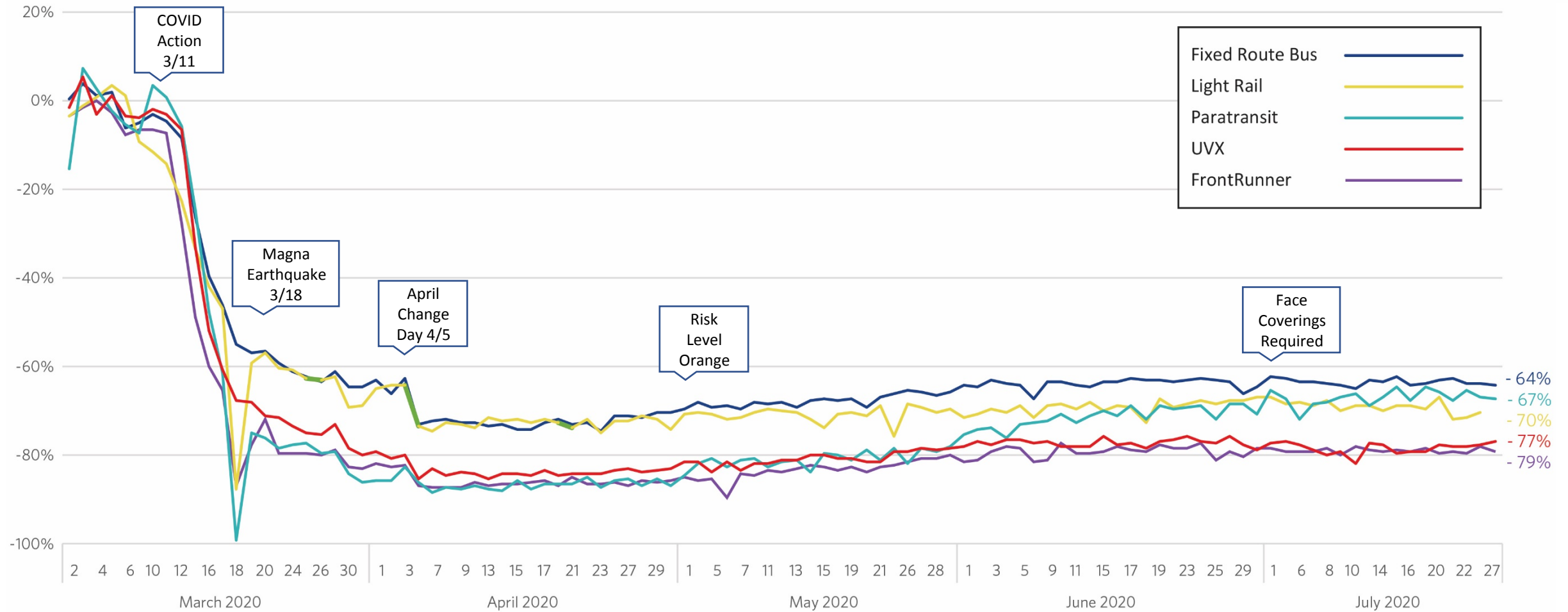


FrontRunner

System Average Weekday Boardings



Changes in Ridership by Mode (% of Normal)



Updated 7/31/20. Normal ridership (pre-decline) is defined as the average ridership between 2/11/20 - 3/11/20.



RIDER COVID SURVEY RESULTS



Rider Survey - Ridership

54%

**Have ridden UTA
during COVID-19**

43%

**Have changed their
riding schedules due
to COVID-19**

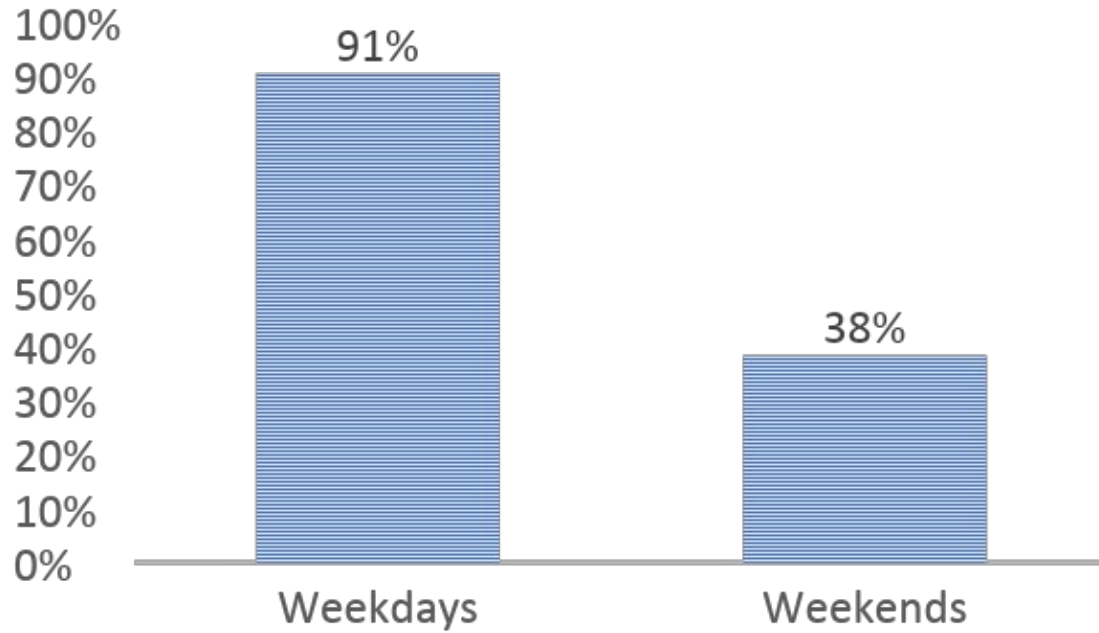
37%

**Depend on
UTA for
transportation**

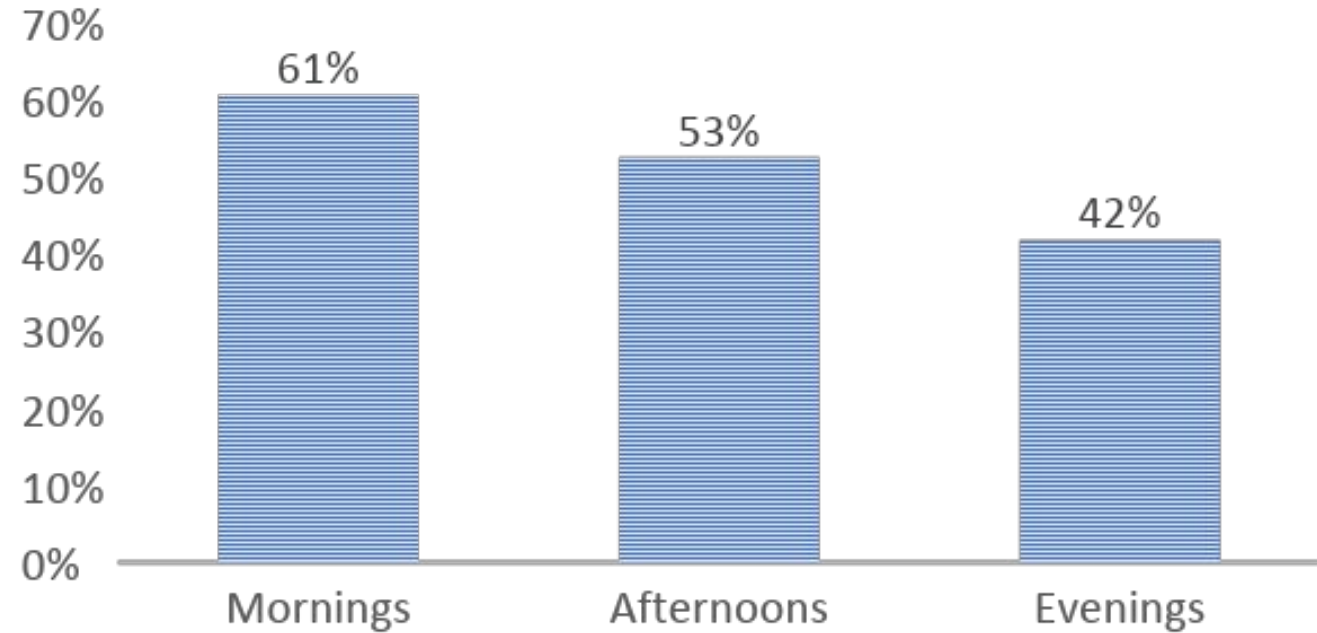
We received 1,204 responses from 89 unique zip codes

Ride Times

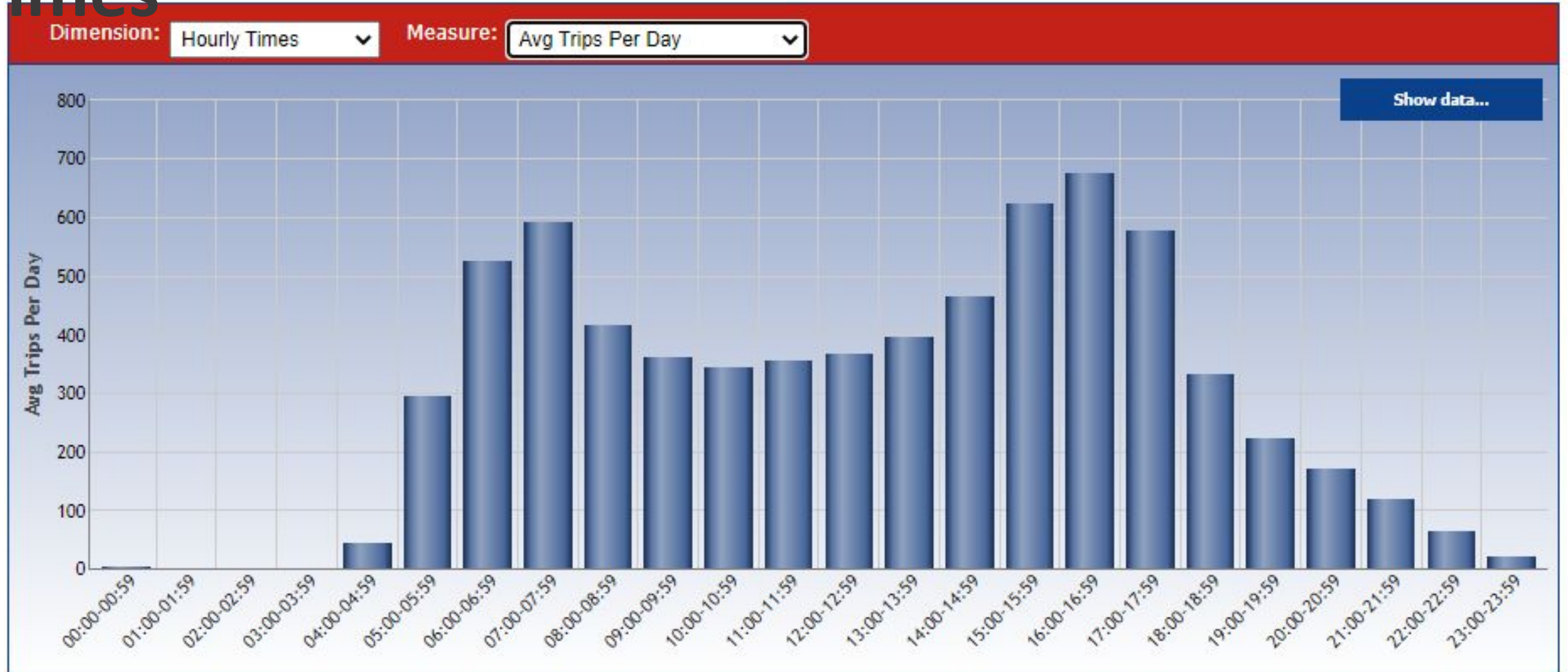
Days of the week



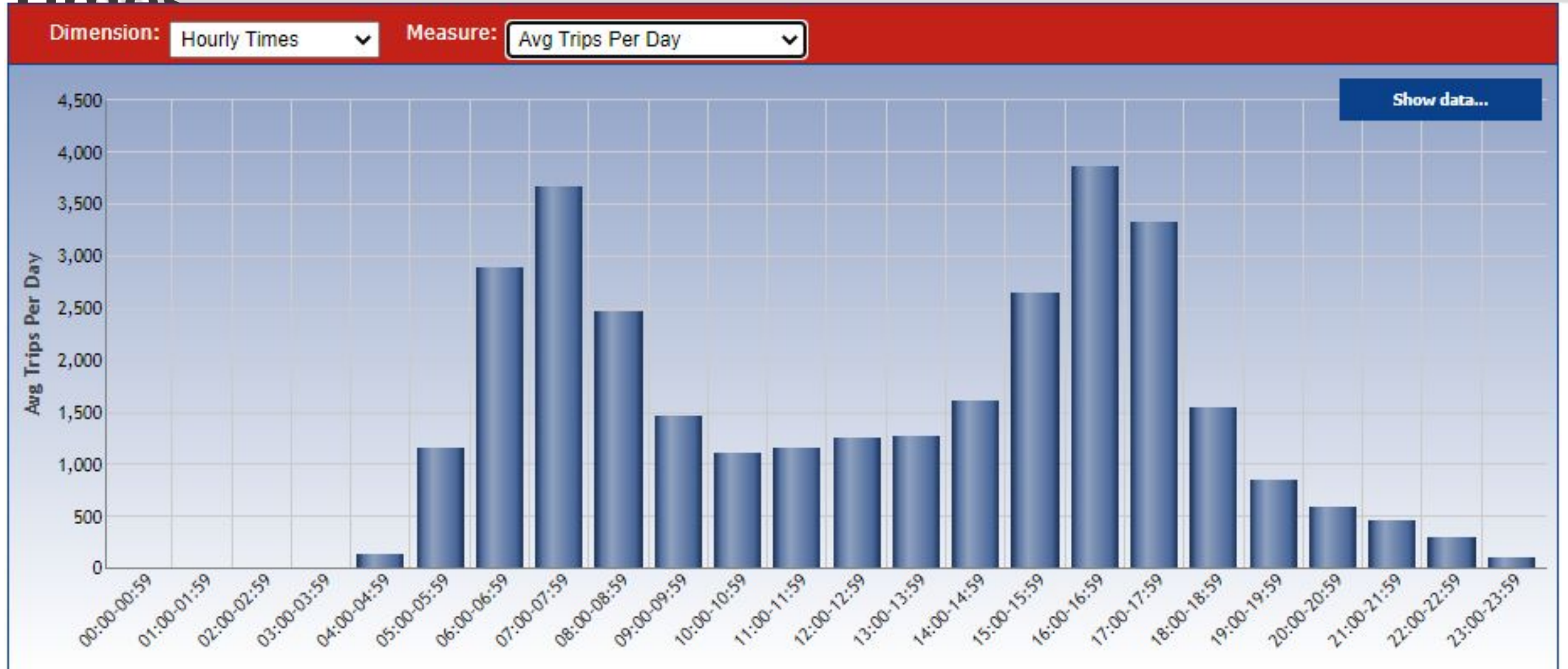
Times of day



July 2020 Ride Times

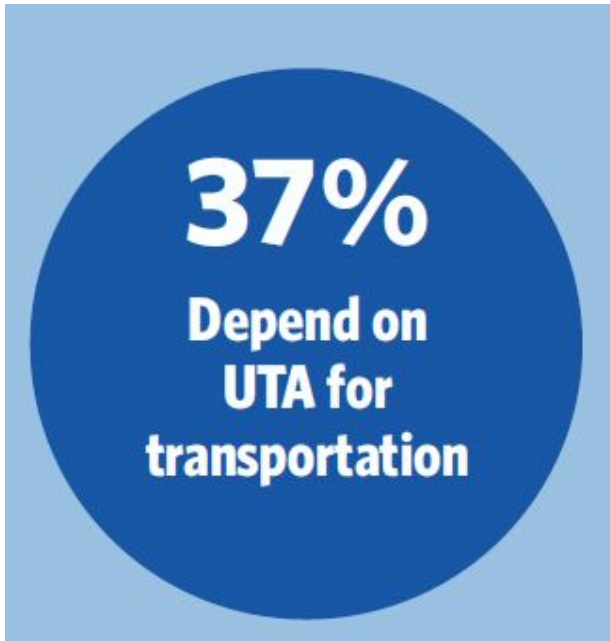


July 2019 Ride Times



Access to alternative transportation modes

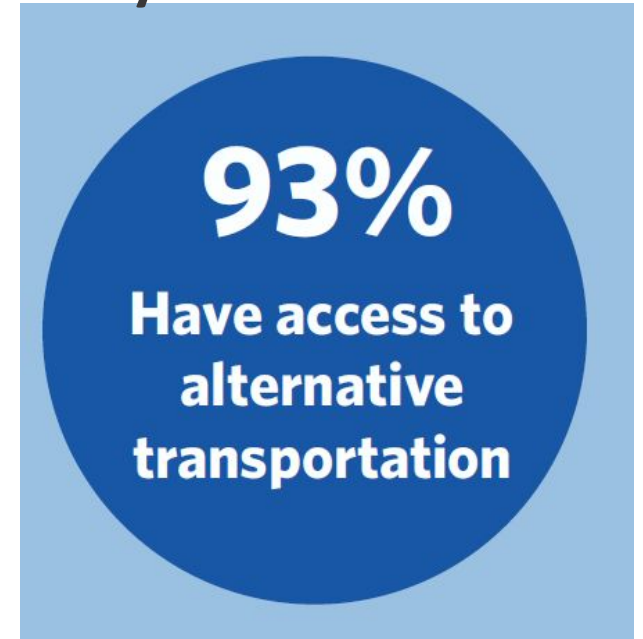
COVID Rider Survey:



2019 OnBoard Survey:

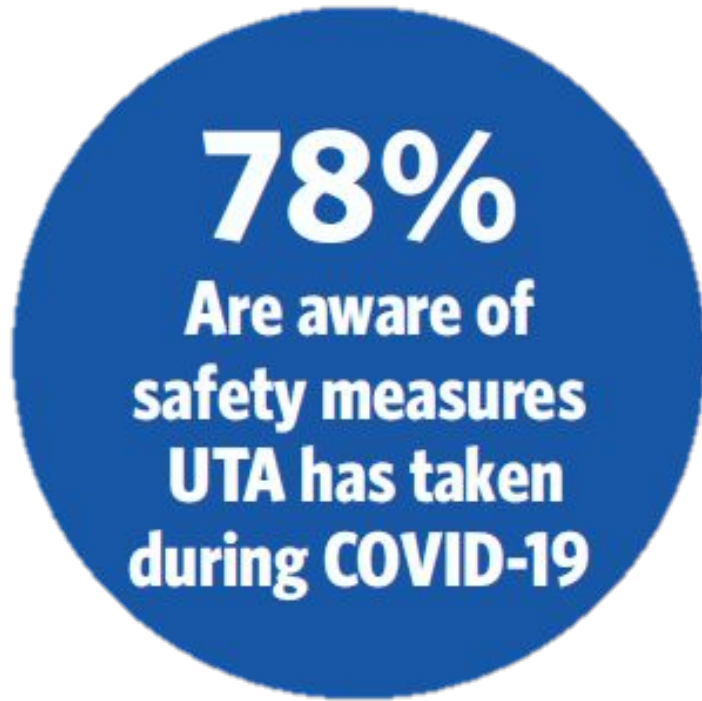


COVID Pass Partner Survey:



Rider Survey – Awareness of Safety Measures

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



Rider Survey – Changes in Use

UTA usage before COVID-19

School:
13.5%

Work:
74%

Health care:
25%

Errands:
40%

Visits:
29.2%



1.7%

37.5%

14.7%

22%

7.8%

UTA usage during COVID-19

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



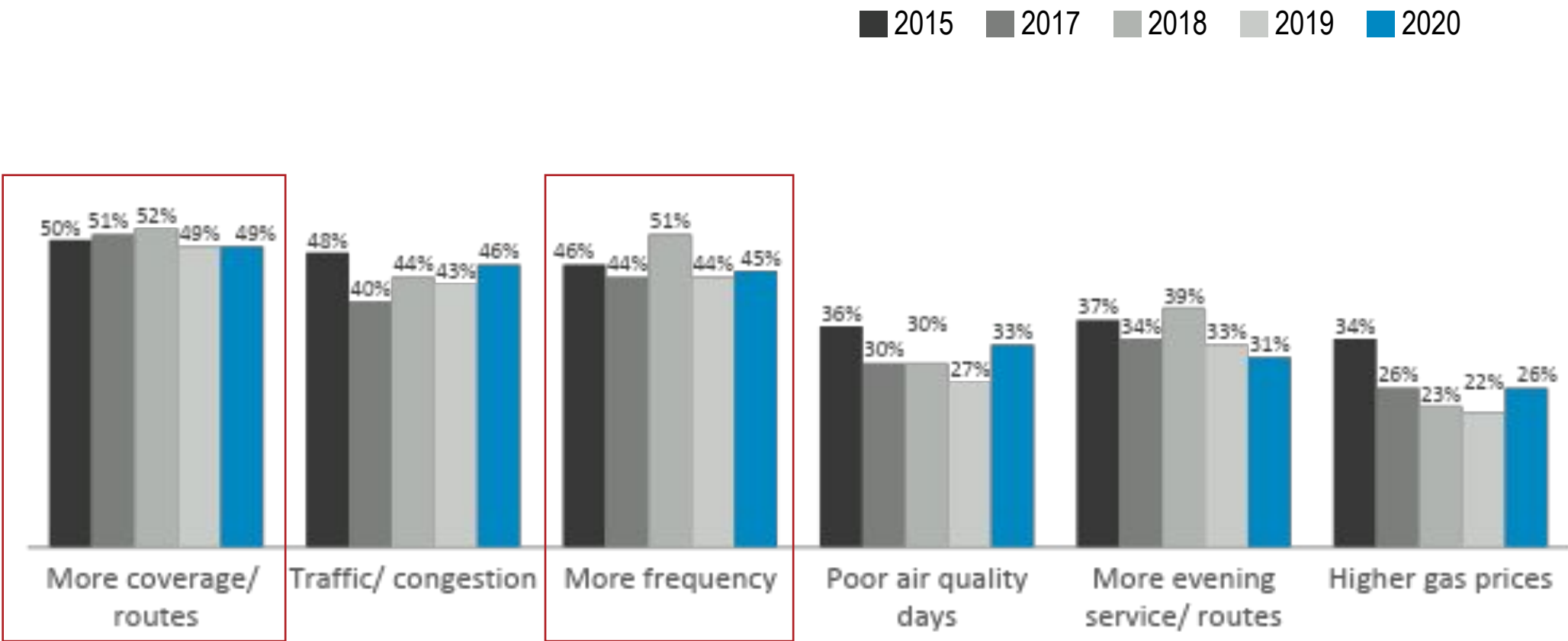
Communication



Cleaning
and disinfecting

Benchmark Survey 2019-2020

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





PASS PARTNER COVID SURVEY RESULTS



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 699 responses from 78 different
organizations**



Pass Partner Survey – Awareness of Safety Measures

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

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



Communication
about changes to
service

5/7



Communication
about changes to
cleaning

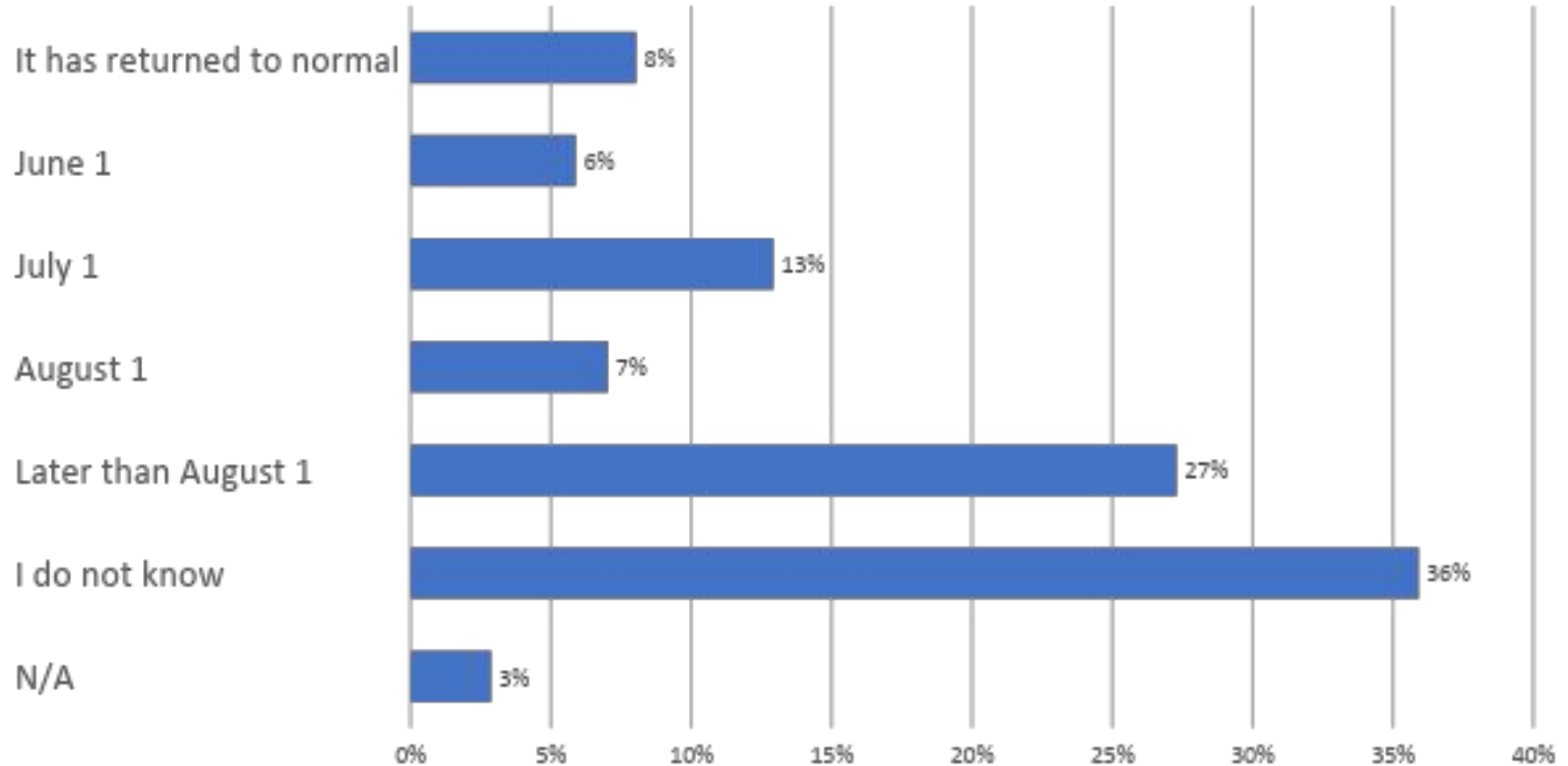
4.9/7

Pass Partner Survey – Rider Experience



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

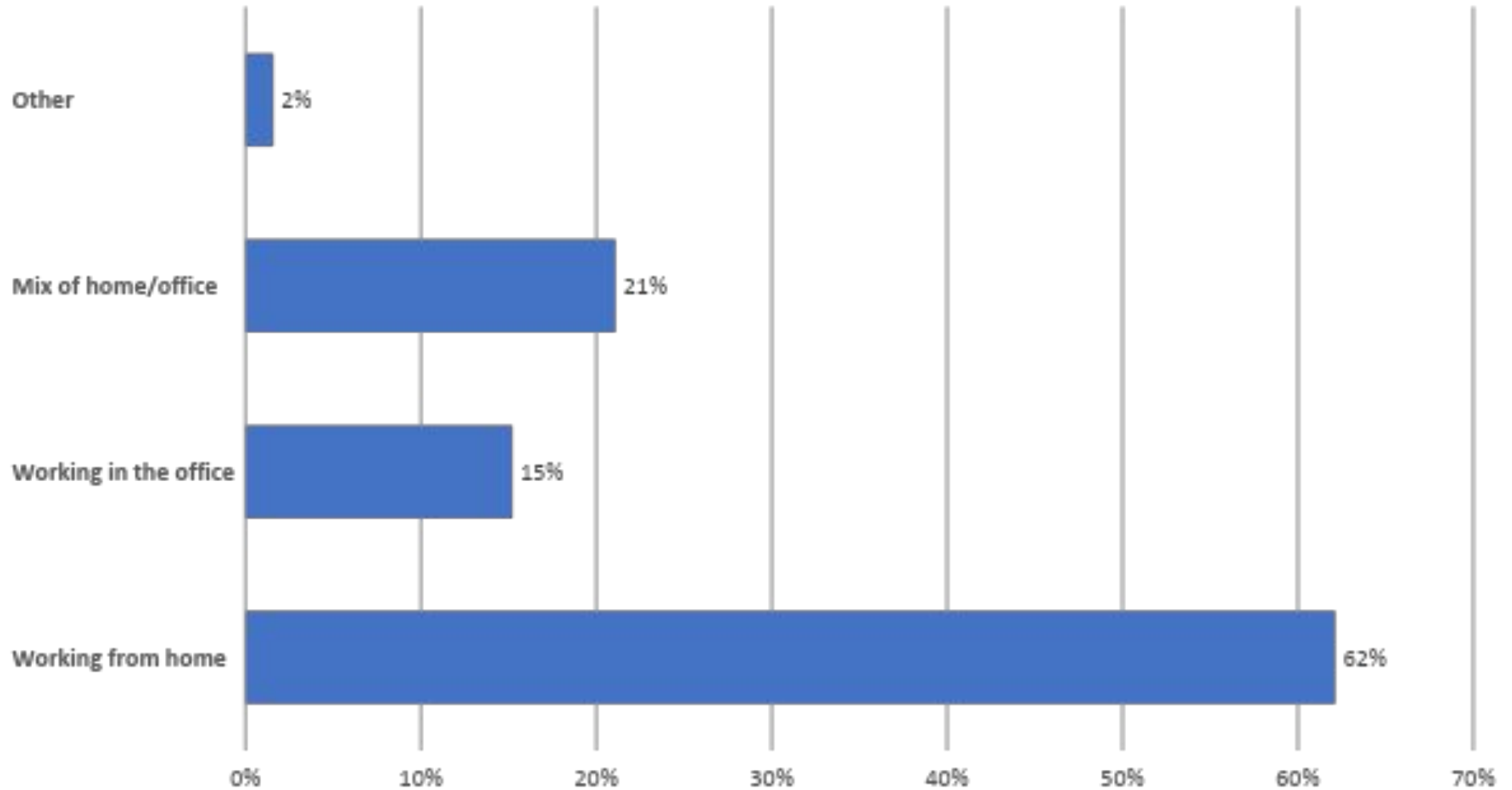
Pass Partner Survey – Return to Normalcy



Pass Partner Survey – Ridership Outlook

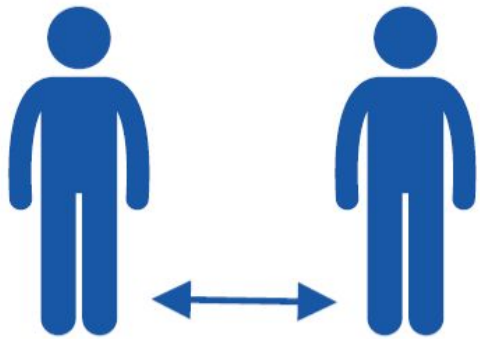


Pass Partner Survey – Work Environment



Pass Partner Survey - Considerations

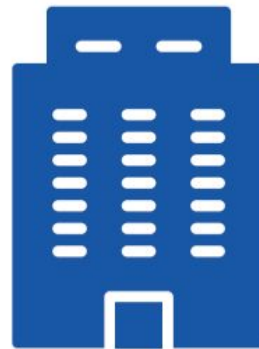
Factors that will increase likelihood of riding by number of mentions



**Passenger Loads &
Social Distancing**
47%



**Current Cleaning &
Disinfecting
Practices**
46%



**Required to Work
at Office Location**
40%



**Increased
Service Levels**
33%



Available PPE
19%

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?

TELEWORKING PULSE SURVEY 2020

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.

REPORTED BENEFITS



- 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

BIGGEST CONCERN



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

WILLINGNESS TO TELEWORK DURING INVERSIONS



- 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 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



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

FHWA Federal Performance Measure

Highway Safety by MPO Substitute (* county values not MPO values)

Currently MPO data not available so county data is used as a substitute

Statewide Cache Dixie MAG Rural WFRC

Year Filter

2011 2019

****Data Note** - If the county is not assigned in the data, it will not show accurately in the MPO breakdown**

Safety Metrics

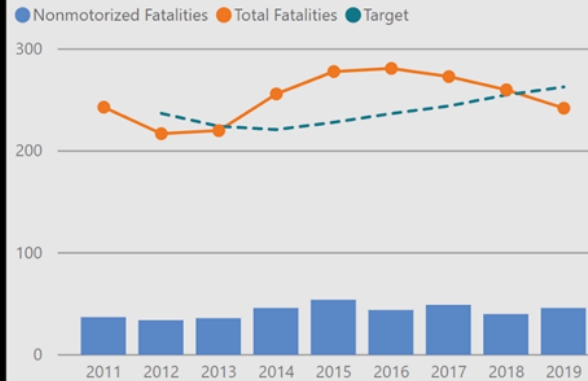
Number of fatalities: ADD the number of fatalities for the consecutive 5 years, DIVIDE by 5, ROUND to the nearest thousandth decimal

Rate of fatalities per 100M Vehicle Miles of Travel (VMT): Fatality rate for consecutive 5 years ROUNDED to the hundredth decimal (ratio of the total number of fatalities to the VMT)

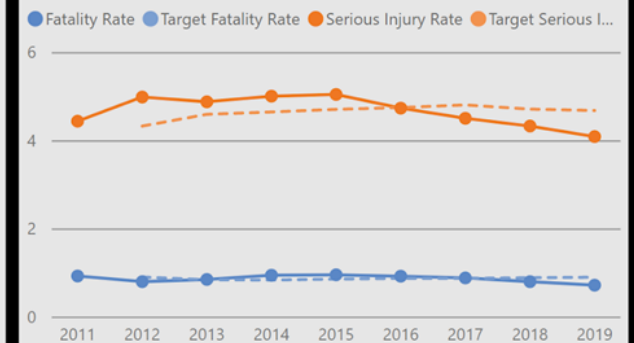
Number of serious injuries:
ADD the number of serious injuries for 5 consecutive years, DIVIDE the sum by 5 and ROUND to the 10th decimal.

Rate of serious injuries per 100M VMT:
Calculate the rate of serious injuries per 100 VMT, rounded to the thousandth decimal place for each year.

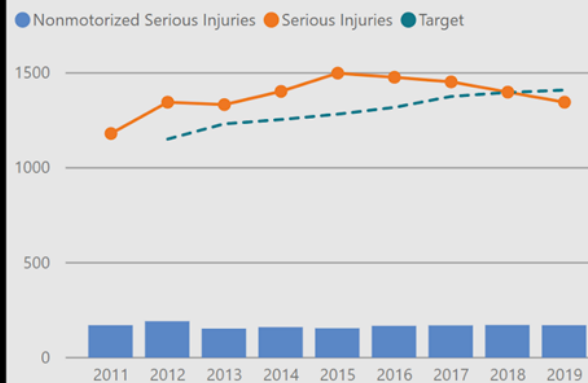
Fatalities*



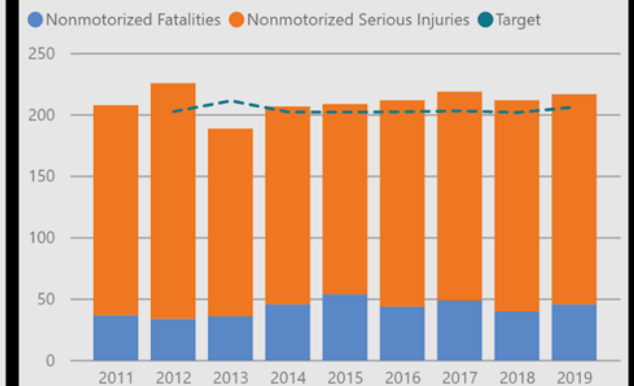
Statewide Fatality Rate and Serious Injury Rate (per 100M VMT)



Serious Injuries*



Nonmotorized Fatalities and Serious Injuries*





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

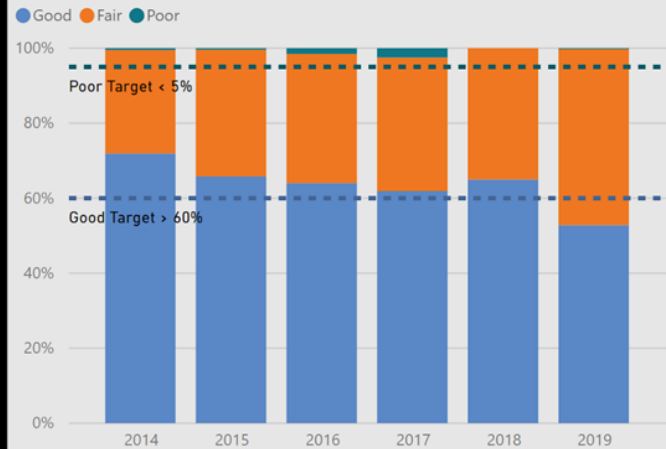
Dixie

MAG

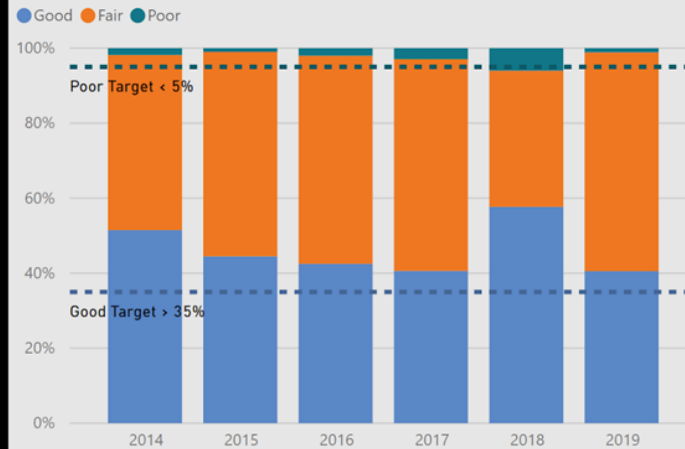
Rural

WFRC

Interstate NHS Pavement Condition

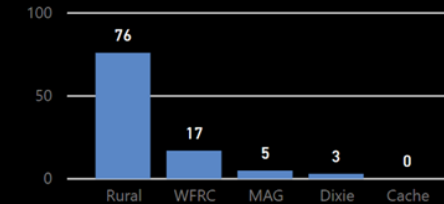


Non-Interstate NHS Pavement Condition

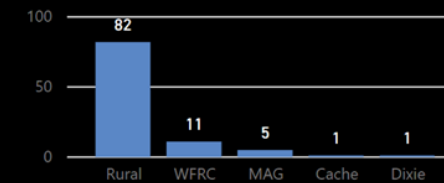


Data for individual MPOs only available for 2019

Interstate NHS % Pavement within each MPO boundary



Non-Interstate NHS % Pavement within each MPO boundary



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

Statewide

Cache

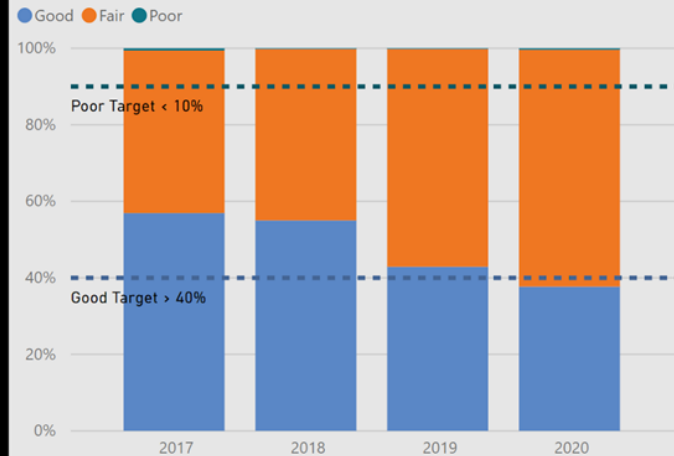
Dixie

MAG

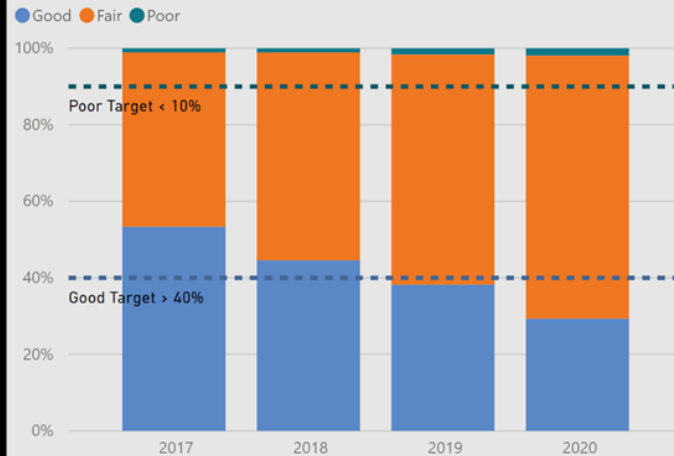
Rural

WFRC

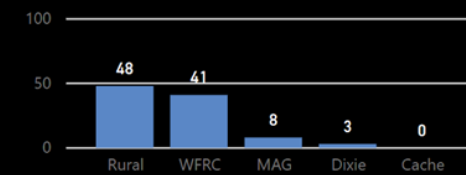
NHS Bridge Condition



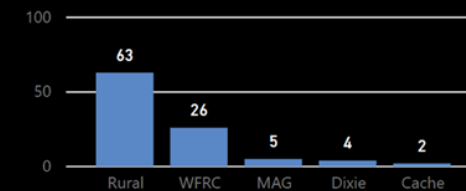
Off NHS Bridge Condition



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

Highway Reliability

Cache

Dixie

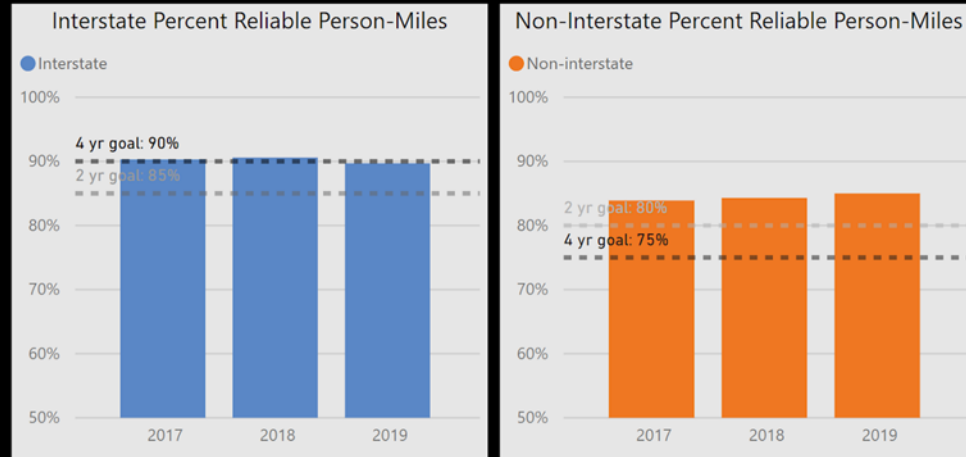
MAG

Rural

Statewide

WFRC

Reliable Person-Miles Traveled



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

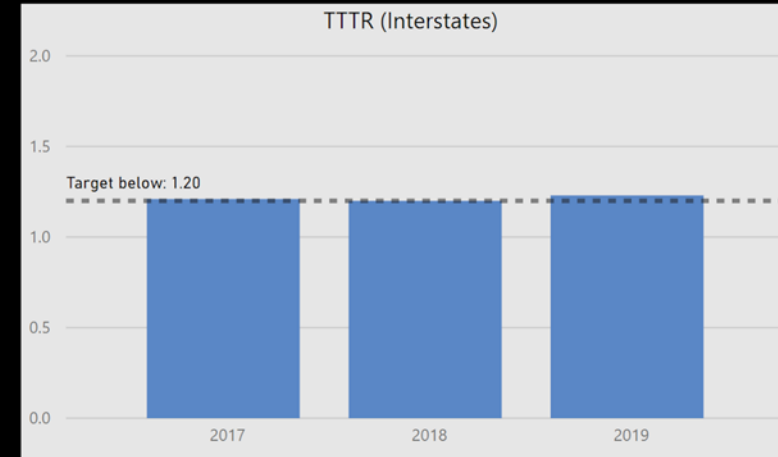
Reliability of each Traffic Message Channel (TMC) segment is determined by Level of Travel Time Reliability (LOTTR) values, that are calculated using four times (including holidays):

Weekday 6-10am; 10am-4pm; 4-8 pm

Weekends 6am -8pm.

More information regarding methodology is available by the [FHWA](#)

Truck Travel Time Reliability Index



Truck travel time reliability (TTTR) 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.

TTTR values are summed for all segments and divided by total length. Five time periods are used in the assessment (including holidays) with the maximum TTTR 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



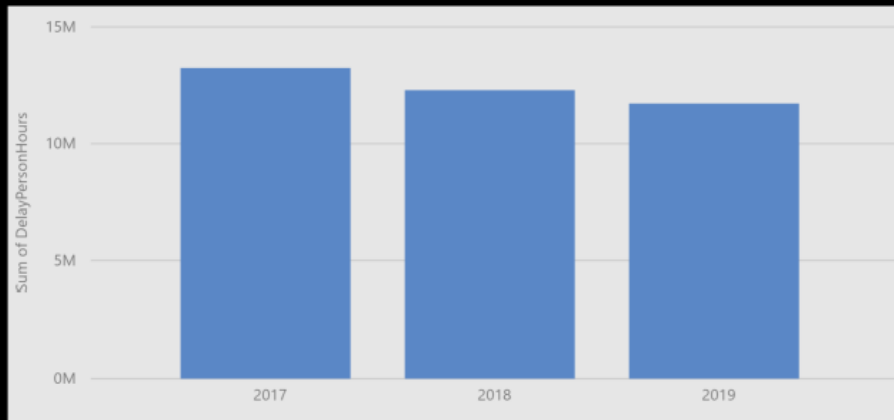
Reliability

- 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

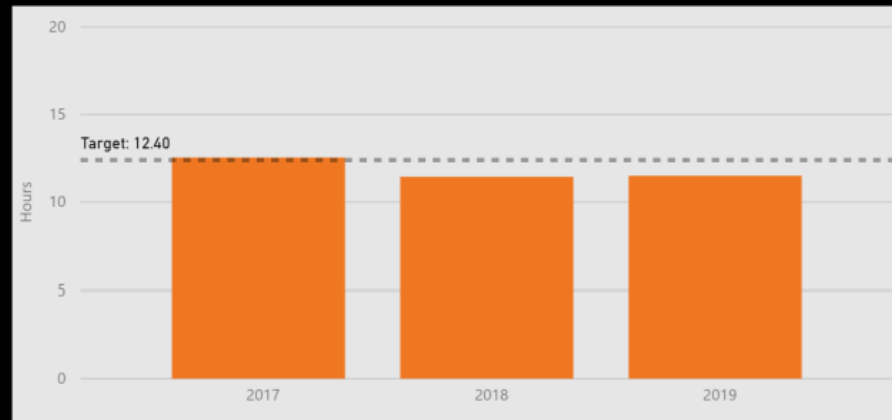
Delay

Peak Hours Excessive Delay (PHED)

Total Peak Hour Excessive Delay



Annual Hours Excessive Delay per Capita



Delay Person Hours Metrics

Delay Person Hours is the sum of the Excessive Delays times Average Vehicle Occupancy of 1.7

Delay Person Hours = sum(Excessive Delays) MULTIPLY by 1.7

More information regarding methodology is available by the FHWA: [LINK](#)
General information can be found here: [LINK](#)

Penalties

Penalty: No defined penalty, however if targets are not met, FHWA will request 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 Hours



Delay

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

Summary

Final Performance Measures	Measure Applicability	Current Target	Recommended Change
PM1			
Number of fatalities	All public roads	2.5% decrease over the last 5 year average	No change
Rate of fatalities	All public roads	2.5% decrease over the last 5 year average	No change
Number of serious injuries	All public roads	2.5% decrease over the last 5 year average	No change
Rate of serious injuries	All public roads	2.5% decrease over the last 5 year average	No change
Number of non-motorized fatalities and non-motorized serious injuries	All public roads	2.5% decrease over the last 5 year average	No change
PM2			
Percentage of pavements of the Interstate System in Good condition	The Interstate System	> 60% in Good Condition	No change
Percentage of pavements of the Interstate System in Poor condition	The Interstate System	< 5% in Poor Condition	No change
Percentage of pavements of the non-Interstate NHS in Good condition	The non-Interstate NHS	> 35% in Good Condition	No change
Percentage of pavements of the non-Interstate NHS in Poor condition	The non-Interstate NHS	< 5% in Poor Condition	No change
Percentage of NHS bridges classified as in Good condition	NHS	> 40% in Good Condition	No change
Percentage of NHS bridges classified as in Poor condition	NHS	< 10% in Poor Condition	No change
PM3			
Percent of the person-miles traveled on the Interstate that are reliable	The Interstate System	2 yr goal (2019)= 85% 4 yr goal (2021) = 90%	4 yr goal (2021) = 85% (Same as 2 yr)
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	The non-Interstate NHS	3 yr goal (2019)= 85% 4 yr goal (2021) = 90%	No change
Truck Travel Time Reliability (TTTR) Index	The Interstate System	1.2	1.3
Annual Hours of Peak Hour Excessive Delay Per Capita	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)	12.4	13



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

Federal Transportation Update

Joint Policy Advisory Committee

August 7, 2020



Barker
Leavitt
ATTORNEYS AT LAW

Ryan Leavitt

Introduction

A red speech bubble graphic with a white outline, containing the text "Discussion Overview".

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 authorized levels (FTA Capital Investment Grants), or there was no authorization in 2020 (Grants to WMATA, FRA Safety and Operations, FRA Railroad R&D). Estimates for individual highway programs under §1101(a)(1) are unofficial.

			FAST	INVEST Act					
INVEST Section	Program		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	5-Year
Federal Highway Administration									
102(a)(1)	FY21-Only Flexible Funding	HTF	0.0	14,742.8	0.0	0.0	0.0	0.0	14,742.8
1101(a)(1)	Federal-Aid Highway Program (Apportioned by Formula)	HTF	43,373.3	43,373.3	55,022.0	55,980.6	57,095.4	58,118.7	269,590.0
	National Highway Performance Program		24,237.4	24,237.4	28,291.8	28,786.9	29,362.7	29,891.2	140,570.0
	Surface Transportation Program (post-TA set-aside)		11,287.8	11,287.8	13,140.4	13,370.3	13,637.7	13,883.2	65,319.4
	Highway Safety Improvement Program (post set-asides)		2,407.6	2,407.6	3,174.9	3,230.5	3,295.2	3,354.6	15,462.9
	Congestion Mitigation & Air Quality		2,496.4	2,496.4	2,913.9	2,964.9	3,024.2	3,078.7	14,478.1
	National Highway Freight Program		1,487.3	1,487.3	1,735.8	1,766.2	1,801.5	1,833.9	8,624.8
	Metropolitan Planning		358.2	358.2	507.5	516.4	526.7	536.2	2,445.0
	Railway-Highway Grade Crossings		245.0	245.0	245.0	245.0	245.0	245.0	1,225.0
	Pre-Disaster Mitigation Program		0.0	0.0	1,520.1	1,546.7	1,577.7	1,606.1	6,250.6
	Carbon Pollution Reduction Program		0.0	0.0	2,028.5	2,064.0	2,105.3	2,143.2	8,341.1
	Transportation Alternatives Program		850.0	850.0	1,460.0	1,485.6	1,515.3	1,542.6	6,853.5
	SAFETEA-LU Legacy Allocated Safety		3.5	3.5	4.0	4.0	4.0	4.0	19.5
1101(a)(2)	TIFIA	HTF	300.0	300.0	300.0	300.0	300.0	300.0	1,500.0
1101(a)(3)	Ferry Boats and Facilities	HTF	80.0	80.0	120.0	120.0	120.0	120.0	560.0
1101(a)(4)(A)	Tribal Transportation Program	HTF	505.0	505.0	800.0	800.0	800.0	800.0	3,705.0
1101(a)(4)(B)	Federal Lands Transportation Program	HTF	375.0	375.0	550.0	550.0	550.0	550.0	2,575.0
1101(a)(4)(C)	Federal Lands Access Program	HTF	270.0	270.0	345.0	345.0	345.0	345.0	1,650.0
1101(a)(4)(D)	Federal Lands/Tribal Major Projects Grants	HTF	0.0	0.0	400.0	400.0	400.0	400.0	1,600.0
1101(a)(5)	Territorial and Puerto Rico Highways	HTF	200.0	200.0	310.0	310.0	310.0	310.0	1,440.0
1101(a)(6)	Projects of National & Regional Signif. (formerly INFRA)	HTF	1,000.0	1,000.0	2,200.0	2,200.0	2,300.0	2,350.0	10,050.0
1101(a)(7)	Community Transportation Investment Grants	HTF	0.0	0.0	600.0	600.0	600.0	600.0	2,400.0
1101(a)(8)	EV Charging/Hydrogen Fueling Infra. Grants	HTF	0.0	0.0	350.0	350.0	350.0	350.0	1,400.0
1101(a)(9)	Community Climate Innovation Grants	HTF	0.0	0.0	250.0	250.0	250.0	250.0	1,000.0
1101(b)(1)(A)	Gridlock Reduction Grants	HTF	0.0	0.0	250.0	0.0	0.0	0.0	250.0
1101(b)(1)(B)	Rebuild Rural Grants	HTF	0.0	0.0	250.0	0.0	0.0	0.0	250.0
1101(b)(1)(C)	Parking for Commercial Vehicles	HTF	0.0	0.0	0.0	250.0	0.0	0.0	250.0
1101(b)(1)(D)	Active Transportation Connectivity Grants	HTF	0.0	0.0	0.0	0.0	250.0	0.0	250.0
1101(d)(1)(E)	Metro Performance Program	HTF	0.0	0.0	0.0	250.0	250.0	250.0	750.0
1104(a)((1)	FHWA Administrative Expenses	HTF	480.8	502.9	506.3	509.7	520.1	530.5	2,569.5
5001(a)(1)	Highway Research and Development Program	HTF	105.0	105.0	144.0	144.0	144.0	144.0	681.0
5001(a)(2)	Technology and Innovation Deployment Program	HTF	67.5	67.5	152.0	152.0	152.0	152.0	675.5
5001(a)(3)	Training and Education	HTF	24.0	24.0	26.0	26.0	26.0	26.0	128.0
5001(a)(4)	Intelligent Transportation Systems Program	HTF	100.0	100.0	100.0	100.0	100.0	100.0	500.0
5001(a)(5)	University Transportation Centers Program	HTF	77.5	77.5	96.0	96.0	96.0	96.0	461.5
5001(a)(6)	Bureau of Transportation Statistics	HTF	26.0	26.0	27.0	27.0	27.0	27.0	134.0
5001(b)(1)	Safe, Efficient Mobility through Advanced Tech.	HTF	0.0	0.0	70.0	70.0	70.0	70.0	280.0
5001(b)(2)	Materials to Reduce Greenhouse Gas Emissions	HTF	0.0	0.0	10.0	10.0	10.0	10.0	40.0
5001(b)(3)	National AV and Mobility and Innovation Clearinghouse	HTF	0.0	0.0	2.0	2.0	2.0	2.0	8.0
5001(b)(4)	National Coop. Multimodal Freight Trans. Research	HTF	0.0	0.0	4.0	4.0	4.0	4.0	16.0
5001(b)(5)	State Surface Transp. System Funding Pilots	HTF	20.0	20.0	35.0	35.0	35.0	35.0	160.0
5001(b)(6)	National Surface Transp. System Funding Pilot	HTF	0.0	0.0	10.0	10.0	10.0	10.0	40.0
	Emergency Relief (Statutory - Not in Bill)	HTF	100.0	100.0	100.0	100.0	100.0	100.0	500.0
	Total, FHWA Contract Authority		47,104.1	61,869.0	63,029.4	63,991.4	65,216.4	66,050.1	320,156.3
	Minus C.A. Exempt from Limitation		-739.0	-739.0	-739.0	-739.0	-739.0	-739.0	-3,695.0
	Equals Remainder Subject to Annual Limitation		46,365.1	61,130.0	62,290.4	63,252.4	64,477.4	65,311.1	316,461.3
1102(a)	Obligation Limitation		46,365.1	61,130.0	62,059.4	63,021.4	64,246.4	65,080.1	315,537.3
	<i>Difference Between Ob Limit and C.A. Subject to Limitation</i>				-231.0	-231.0	-231.0	-231.0	-924.0

INVEST Section Program			FAST	-----INVEST Act-----					
Federal Transit Administration			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	5-Year
103(a)(1)	FY21-Only Flexible Funding	HTF	0.0	5,794.9	0.0	0.0	0.0	0.0	10,150.3
2101(a)	Formula and Bus Grants	HTF	10,150.3	10,150.3	16,185.8	16,437.6	16,700.6	16,963.6	76,437.9
	<i>Planning Programs (§5305)</i>		142.0	142.0	189.9	192.8	195.9	199.0	919.7
	<i>Urbanized Area Formula Grants (§5307)</i>		4,929.5	4,929.5	7,505.8	7,622.9	7,744.9	7,866.5	35,669.6
	<i>Multi-Jurisdictional Bus Frequency & Ridership Grants (§5308)</i>		0.0	0.0	101.5	103.1	104.7	106.4	415.7
	<i>Elderly/Disabled (§5310)</i>		285.6	285.6	434.8	441.6	448.7	455.7	2,066.4
	<i>Rural Formula Grants (§5311)</i>		673.3	673.3	1,025.2	1,041.2	1,057.9	1,074.5	4,872.0
	<i>R&D Demo. & Deployment (§5312)</i>		28.0	28.0	33.5	34.0	34.6	35.1	165.2
	<i>Technical Assistance/Standards (§5314)</i>		4.0	4.0	23.3	23.7	24.1	24.5	99.6
	<i>Bus Testing Facility (§5318)</i>		3.0	3.0	5.1	5.2	5.2	5.3	23.8
	<i>Transit-Supportive Communities Program (§5328)</i>		0.0	0.0	30.5	30.9	31.4	31.9	124.7
	<i>National Transit Database (§5335)</i>		4.0	4.0	4.1	4.1	4.2	4.3	20.6
	<i>State of Good Repair (§5337)</i>		2,683.8	2,683.8	4,192.6	4,266.4	4,344.1	4,422.3	19,909.2
	<i>Bus and Bus Facility Formula (§5339(a))</i>		464.6	464.6	1,240.3	1,259.7	1,279.8	1,299.9	5,544.4
	<i>Bus Facilities and Fleet Expansion Competitive Grants (§5339(b))</i>		289.0	344.0	437.1	424.7	387.9	351.1	1,944.9
	<i>Low-No (FAST)/Zero (INVEST) Emission Bus Grants (§5339(c))</i>		55.0	55.0	375.0	400.0	450.0	500.0	1,780.0
	<i>Fast Growth/High Density (§5340)</i>		570.0	570.0	587.1	587.1	587.1	587.1	2,918.6
2101(b)	Administrative Expenses	GF	115.0	140.0	142.1	144.2	146.4	148.7	721.3
2101(c)	Capital Investment Grants	GF	2,301.8	3,259.8	3,500.0	4,250.0	5,000.0	5,500.0	21,509.8
2901(1)	Grants to Washington DC-Area WMATA	GF	0.0	150.0	155.0	160.0	165.0	170.0	800.0
Total, FTA Contract Authority			10,150.3	15,945.2	16,185.8	16,437.6	16,700.6	16,963.6	82,232.8
Total, FTA General Fund Authorizations			2,416.8	3,549.8	3,797.1	4,554.2	5,311.4	5,818.7	23,031.1
Total, FTA Authorizations (All Sources)			12,567.2	19,495.0	19,982.9	20,991.8	22,012.0	22,782.3	105,263.9

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

Highway Account

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	FYTD
FY 2019	690.7	3,715.3	3,207.2	2,895.5	3,117.6	3,429.8	3,048.3	2,851.1	3,211.5	3,175.8	29,342.8
FY 2020	773.1	3,946.6	3,249.4	3,378.9	3,184.6	2,807.1	2,633.2	587.9	1,909.2	3,363.6	25,833.5
Difference	+82.4	+231.2	+42.2	+483.5	+67.0	-622.7	-415.1	-2,263.2	-1,302.3	187.8	-3,509.3
	+12%	+6%	+1%	+17%	+2%	-18%	-14%	-79%	-41%	+6%	-12%

Mass Transit Account

FY 2019	93.5	543.7	469.5	423.9	459.8	457.0	449.8	381.7	467.7	462.4	4,208.9
FY 2020	101.3	563.5	464.1	482.5	455.0	409.0	384.1	86.0	270.2	475.4	3,691.0
Difference	+7.8	+19.8	-5.4	+58.6	-4.9	-48.0	-65.7	-295.7	-197.5	13.0	-518.0
	+8%	+4%	-1%	+14%	-1%	-10%	-15%	-77%	-42%	+3%	-12%

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.)

<u>Mode</u>	<u>Account</u>	<u>FY 2017 Enacted</u>	<u>FY 2018 Enacted</u>	<u>FY 2019 Enacted</u>	<u>FY 2020 Enacted</u>	<u>FY 2021 Request</u>	<u>FY 2021 House</u>	<u>House vs. FY20</u>
OST	Nat'l Infra. Invest./BUILD Grants	500	1,500	900	1,000	1,000	1,000	0
OST	INFRA Grants (Additional GF)	0	0	0	0	1,000	0	0
FAA	Operations	10,026	10,212	10,411	10,630	11,002	11,052	422
FAA	Facilities & Equipment	2,855	3,250	3,000	3,045	3,000	3,045	0
FAA	Airport Grants (Additional GF)	0	1,000	500	400	0	500	100
FHWA	Federal-aid Highways (GF)	0	2,525	3,250	2,166	0	1,000	-1,166
FRA	Amtrak - Northeast Corridor	328	650	650	700	325	750	50
FRA	Amtrak - National Network	1,167	1,292	1,292	1,300	611	1,300	0
FRA	Amtrak - Transitional NN Grants	0	0	0	0	550	0	0
FRA	Consolidated (CRISI) Grants	68	593	255	325	330	500	175
FTA	Formula Grants (Additional GF)	0	834	700	510	0	510	0
FTA	Capital Investment Grants	2,413	2,645	2,553	1,978	1,889	2,175	197
MARAD	Ops. & Train. + SMAs	176	514	495	495	475	593	98
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
<i>Biggest as Percent of Total USDOT Discr.</i>		<i>90%</i>	<i>91%</i>	<i>90%</i>	<i>90%</i>	<i>91%</i>	<i>89%</i>	<i>0</i>

FY21 Appropriations

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)**
- **Major Issues: Fed.
Unemployment Benefits, State
and Local Govt. Aid, and
Liability Protections**

Questions?

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