

**CITIZENS FOR REGIONAL
TRANSIT ANNUAL MEETING
EXPLORATION OF 2021
EXPECTATIONS FOLLOWING
RECENT ELECTIONS**

JANUARY 21, 2021

HIERARCHY OF TRANSPORTATION FUNDING ISSUES

- COVID Relief – Stabilize the system
- Current Year Funding – Get back to business
- Future Year Funding and Legislation – Finding a path in a new administration and Congress
- New leadership in Washington

FEDERAL PROGRAM – ACTION

- President signed end of year spending bill, also included the coronavirus relief measure
- Provides billions of dollars of relief funding for transportation related provisions
- Public transportation providers will receive \$14 billion dollars using existing formulas.
- Provided USDOT with remainder of 2021 appropriation
- Congress appropriated extra general funds for the highway and transit programs above what is provided from the Highway Trust Funds.

COVID RELIEF

- Congress passed a \$2.3 trillion legislative package (H.R. 133), on December 21
- Second-largest economic rescue package in U.S. history, as part of a massive year-end spending bill that contains appropriations for Fiscal Year (FY) 2021 and additional COVID-19 relief

COVID SUPPLEMENTAL – TRANSIT

Coronavirus Supplemental Transit (\$14 Billion)

- Funding to prevent, prepare for and respond to COVID-19, and to the maximum extent possible, be directed to payroll and operations.
- 100 percent federal share.
- Federal Transit Administration (FTA) must allocate the funding not later than 30 days after the date of enactment of this Act.
- Funding is distributed through the following formula funds: \$13,271,310,572 by Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula (including FTA Section 5337 State of Good Repair formula funds).
- \$50 million for paratransit.
- \$679 million for grants to rural areas.
- Expect to see \$43 + million shortly for Metro.

COVID SUPPLEMENTAL – HIGHWAYS

Highways (\$10 Billion)

- Funding to support state Departments of Transportation and certain local transportation agencies.
- Funds are available to replace amounts lost as a result of COVID-19 for preventive maintenance, routine maintenance, operations and personnel costs, including salaries of employees or contractors, debt service payments, availability payments and coverage for other revenue losses.
- Surface Transportation Block Grant (STBG) funds will be apportioned to states in the same ratio as the obligation limitation for FY 2021.
- Has to be apportioned not later than 30 days after the date of enactment.
- Funds will be sub-allocated within the state to urbanized areas with a population of over 200,000.

2021 TRANSPORTATION APPROPRIATIONS

- Provided USDOT with remainder of 2021 appropriation

OMNIBUS HIGHLIGHTS - TRANSIT

\$10.15 billion for transit, same as FY 2020

- Additional \$2 billion for Capital Investment Grants
- \$1.169 billion for New Starts
- \$525 million for Core Capacity
- \$200 million for Small Starts
- Prevents FTA from delaying projects that have a proposed federal share of their capital costs greater than 40 percent and prevents FTA from requiring CIG get a medium or higher rating before finishing its EIS.
- \$1 billion for BUILD Grants, same as FY 2020
- Amtrak: NEC - \$700 million; National Network - \$1.3 billion
- Port Infrastructure Development Program: \$230 million, \$5 million increase from FY 2020;
Federal Aviation Administration (FAA): \$18 billion, \$347 million increase from FY 2020;
Airport Improvement Program (AIP): \$400 million, same as FY 2020

FY 2021, 2020, AND 2019 APPROPRIATIONS COMPARISONS – SELECT PROGRAMS (MILLIONS OF \$)

Programs	FFY 2021 Enacted	FFY 2020 Enacted	FFY 2019 Enacted	% Change (FFY 2020 to 2021)
Airport Improvement Program (AIP)	\$3,350	\$3,350	\$3,350	-
Supplemental AIP	400	400	500	-
Urbanized Area Formula (Section 5307)	4,937	4,929	4,827	1.6%
State of Good Repair (Section 5337)	2,724	2,684	2,901	1.5
Bus and Bus Facilities Formula (Section 5339)	583	633	615	(7.9)
Bus and Bus Facilities Competitive Grants (Section 5339b)	594	459	427	29.4
No and Low Emission Bus Competitive Grant Program	125	130	85	(3.8)
Capital Investment Grant Program (Section 5309)	2,014	1,978	2,552	1.8
BUILD	1,000	1,000	900	-
Total	\$15,727	\$15,563	\$16,157	1.1%

NEW YORK STATE BUDGET

- Governor Cuomo published his State Fiscal Year (SFY) 2021-22 Executive Budget and financial plan on January 19, 2021.
- The Governor proposed a \$5.7 million or 9.36 percent decrease in State Transit Operating Assistance (STOA) appropriation to the NFTA compared to the amount appropriated to the NFTA in the SFY 2020-21 Executive and Enacted budgets.
- The Executive Budget includes a \$5.2 million appropriation to the NFTA through the Accelerated Transit Capital program, the same as the SFY 2020-21 Executive and Enacted Budget amounts.

SFY 2021-22 and 2020-21 Executive Budget Proposal and 2020-21 Enacted Budget Appropriation NFTA-Metro Funding (in Thousands of \$)

Programs	SFY 2021-22 Executive	SFY 2020-21 Enacted	SFY 2020-21 Executive
NFTA State Transit Operating Assistance (STOA)	\$55,389	\$61,109	\$61,109
NFTA Accelerated Transit Capital	\$5,178	\$5,178	\$5,178

The Executive Budget also proposes the following funding appropriations:

- \$46 million in 100 percent state non-MTA transit capital through the Modernization and Enhancement Program (MEP) for SFY 2021-22 NFTA expects to receive \$4.6 million in funding from this program at the current appropriation amount;
- \$20 million to support the electrification of non-MTA bus fleets
- \$20 million in capital funding for NFTA-Metro Rail with consideration given for a full appropriation of the remaining funds from the 5-year, \$100 million commitment for Metro Rail agreed upon as part of last year's budget process.

OMNIBUS HIGHLIGHTS - HIGHWAY

Provides \$88.2 billion for the DOT, a \$955 million increase over FY 2020, including:

- \$46.365 billion for highways (FAST Act authorized Highway Trust Fund), same as FY 2020

Additional \$2 billion from the Treasury Department, allocated as follows:

- \$640.7 million for STBG
- \$1.08 billion for Bridge Replacement/Rehabilitation Grants
- \$50 million for Competitive Grade Crossing Grants

IMPACTS TO CONSIDER FOR RELIEF AND FY FUNDS

- Appears GBNRTC Transportation Improvement Program (TIP) for current Fiscal Year fully funded
- Implications of COVID relief TBD
- BUILD funded – competitive infrastructure grants
- TAP/CMAQ coming soon
- Freight projects coming
- Transit program intact

NEW ADMINISTRATION – PRESIDENT BIDEN

- Proposed a new economic infrastructure plan labeled “The Biden Plan To Invest In Middle-Class Competitiveness”
- Biden proposed \$1.3 trillion plan would span a decade of investment in middle-class jobs and upgrades to roads, highways, bridges, and a high-speed rail network.
- Immediate investment of \$50 billion for repairs to existing highways, roads, and bridges. Also proposed an outpouring of federal dollars to invest in innovative technologies like smart pavement, vehicle-to-infrastructure communication, and connected intersections.
- The plan is also innovative in that it will include \$40 billion set aside strictly for a Transformational Projects Fund. Could attack large complex projects in a way like never before. Not only does the plan call for big investments in construction; there is also a component focused on evaluating the resiliency and long-term sustainability of what we are building.

TRANSIT AND REGIONAL PLANNING

Offer tens of millions of Americans new transportation options.

- Outside major cities, most Americans do not have access to high-quality, reliable public transportation; and within urban areas, it's often in need of repair. As a result, workers and families rely on cars, which can be a big financial burden, clog roadways, and – along with light-duty trucks – significantly increase U.S. greenhouse gas emissions.
- Biden would aim to provide all Americans in municipalities of more than 100,000 people with quality public transportation by 2030. Increase flexible federal investments, helping cities and towns to install light rail networks and to improve existing transit and bus lines.
- Invest in infrastructure for pedestrians, cyclists, and riders of e-scooters and other micro-mobility vehicles..

Reduce congestion by working with metropolitan regions to plan smarter growth.

- Empower city, county, regional, and state leaders to explore new, smarter, climate-friendly strategies to help reduce average commute times and build more vibrant main streets.
- Create a competitive grant program to rethink and redesign regional transportation systems, to get commuters where they are going safer, faster, and more efficiently. Boost highway funding by 10%, and allocate the new funding to states that embrace smart climate design and pollution reduction, incentivizing them to invest in greenhouse gas reduction. States will also be free to use existing highway funding for alternative transportation options.

Connect workers to jobs.

- Dedicate an additional \$10 billion over 10 years specifically for transit projects that serve high-poverty areas with limited transportation options

SMART CITIES

- Encourage innovation and launch smarter cities
- Recognize new modes of car ownership, the explosive growth of ride-hailing and ride-sharing services, and the rapid adoption of electric scooters and bike-share programs; self driving cars
- Benefit if cities can adapt to those new technologies – by reshaping streets to protect cyclists and scooters, connecting transit systems to last-mile solutions like ride-shares and e-scooters, or using real-time data to manage traffic flows.
- Build on the U.S. Department of Transportation's Smart City Challenge by launching a yearly \$1 billion competitive grant program to help five cities pilot new planning strategies and smart-city technologies that can serve as models for the country.

EQUITY

Invest in historically marginalized communities and bring everyone to the table for transportation planning.

- Reflected in Administration approach to infrastructure.
- Make unprecedented investments in rebuilding and connecting historically underserved areas to better transportation options
- Make sure that our highway, road, transit, and air systems never again divide us.
- Emphasize a robust public engagement process in planning all new transportation projects.
- Create a new Community Restoration Fund, specifically for neighborhoods where historic transportation investments cut people off from jobs, schools, and businesses.

TRANSPORTATION SECRETARY NOMINEE BUTTIGIEG

- Pete Buttigieg nominee for next Secretary
- Former Mayor of South Bend, some platform items:
 - focus on maintenance before expansion
 - transportation safety, national Vision Zero
 - projects to improve access to jobs and services
 - robust infrastructure plan (\$IT)
 - fix insolvent Highway Trust Fund
 - Smart Streets deployment

DEPUTY SECRETARY TROTTEMBERG

- Former New York City Department of Transportation (DOT) commissioner Polly Trottenberg proposed deputy secretary of transportation.
- Trottenberg, the longest-serving commissioner in the city DOT's history, and was a key contributor in implementing Vision Zero initiative to improve roadway safety and reduce traffic fatalities.
- Trottenberg has previously served at the federal level under the Obama administration as the assistant secretary for transportation policy and under secretary for policy at USDOT.

- Trottenberg, who also spent five years serving on the MTA Board during her time as DOT commissioner, pushed for expanded bus lanes
- Expanding NYC's protected bike lane network was another one of Trottenberg's priorities during her time on the job, installing over 80 miles of protected bike lanes throughout the five borough's during her tenure.
- Bike shares were also at the forefront of the DOT's cycling efforts, with Citi Bike proving to be a major success and dockless pilot programs, having opened the door for future micromobility options

SO WHAT NOW?

- Get through pandemic and stabilize systems
- Rebuild current customer base and physical infrastructure
- Seek alignment with proposed federal priorities and initiatives
- Incorporate new approaches to future planning
- Prepare to access finance opportunities as legislation emerges
- Maintain and deepen contact with advocates, influencers, electeds